



District of Invermere

914 8th Ave PO Box 339
Invermere, BC V0A 1K0

ADDENDUM.03

Date:	September 29, 2026
Title:	Fort Point over CPKC Railway - Rehabilitation
BC Bid Opportunity ID:	233854
Contact:	Justin Patterson, engtech@invermere.net

This Addendum is issued prior to RFP Closing, in accordance with the RFP 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.

Enquiries and Responses

1. The tender documents state the 240 kN pier limit three different ways:
Special Provisions 5.25: "The bridge superstructure type shall be selected so that the total load on the bridge piers does not exceed a factored load at ULS of 240kN in each pier shaft."
Drawing S-001, Delegated Design note 4: "THE CONTRACTOR'S SUPERSTRUCTURE SHALL BE DESIGNED SO THAT THE FACTORED MAXIMUM AXIAL LOAD IN TIMBER PIER SHAFTS SHALL NOT EXCEED 240 kN."
Drawing S-102, note 7: "SELF WEIGHT OF SUPERSTRUCTURE IS NOT TO EXCEED FACTORED LOAD OF 240 kN AT EACH PIER COLUMN."

Please confirm which statement governs, so that all proponents design to a common basis. Specifically, confirm whether the limit applies to superstructure self weight alone, or to total factored axial load at ULS including CL-500 plus dynamic load allowance, pedestrian load of 4.0 kPa, watermain, barriers, wearing surface and all applicable CHBDC load combinations.

Response:

Total load on bridge piers shall not exceed a factored load at ULS of 240kN per shaft or a total of 1200kN per pier bent.

Note 7 on Dwg S-102 will be revised for IFC.



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2. Please confirm the basis on which the 240 kN limit was established, and which element governs it: the timber pier shaft, the pier cap connection, the existing concrete footing, or the founding soils. Please provide the supporting capacity assessment.

Response:

240kN is based on capacity of individual timber pier shaft and the concrete foundation.

3. Please confirm whether the 240 kN limit continues to apply under Optional Work OW1, where all wood substructure and bracing is removed and replaced under Contractor delegated design. If the limit is governed by the existing timber shafts, confirm whether a different limit applies once those shafts are replaced.

Response:

240kN load limit also applies to Optional Work Item OW1 based on capacity of concrete foundation.

4. Special Provisions 5.25 states "The bridge shall be designed to accommodate 2 lanes of traffic plus sidewalk as indicated on the Drawings" and separately "The minimum clear roadway width between bridge barriers shall be 8.5m." Please confirm:
 - a. whether the sidewalk is included within or is in addition to the 8.5 m clear roadway width;
 - b. whether a barrier, curb or other physical separation is required between the sidewalk and the traffic lanes, and if so the required type and height;
 - c. the required sidewalk width.

Response:

There is no sidewalk on the bridge.

SP 5.25 is revised to be "The bridge shall be designed to accommodate 2 lanes of traffic plus shoulder as indicated on the drawings."

Minimum clear roadway width is 8.5m as shown on Drawings.

5. Is Invermere willing to accept exclusions to CSA-S6-25 for pedestrian design?. Specifically, due to the light weight, shallow nature of the structure, we expect flexural frequency calculations to fail.

Response:

This exclusion is acceptable.



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6. Special Provisions 5.25 states "Bridge superstructure shall achieve a Design Life of 75-years." Please confirm that the 75-year design life applies to the new superstructure only, and state the design life the District expects of the existing substructure elements that are to remain.

Response:

75-year design life applies to all new construction elements provided by the Contractor.

Design life of the existing substructure elements to remain is the responsibility of the Consultant.

7. Drawing S-001, WOOD note 2 states "TIMBER SHALL BE PRESERVATIVE TREATED PER THE SPECIFICATIONS" and Special Provisions 5.25 states "All timber components shall be preservative treated in accordance with CHBDC." No preservative type or retention is named in the RFP, the Special Provisions or the Drawings. Attachment 1 incorporates SSBC Sections 904 Timber (Treated and Untreated), 908 Preservative Treatment of Wood Products and 909 Treated Wood Products.

Please confirm:

- a. the preservative and the retention required for each new timber element;
- b. whether creosote is required, permitted or prohibited for new work, noting that creosote treated timber is not readily procurable;
- c. the treatment required at connections and cuts, noting Drawing S-102 note 3 requires all timber components to be shop drilled and cut prior to treating and prohibits field cutting and drilling of treated components;
- d. whether glued laminated timber or an alternative species will be accepted where full sawn coastal Douglas Fir select structural grade in the required sections cannot be procured within the contract schedule;
- e. the design life the District expects of new preservative treated timber, noting typical service life for treated timber is in the range of 25 to 40 years.

Response:

- a. Preservative treatment in accordance with Section 908. CSA O80 Use Category UC 4.2.
- b. See a.
- c. See a.
- d. Timber species or glulam to be selected by Contractor's Specialty Engineer in accordance with the Contract.
- e. Design life 75 years per CSA S6.



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8. The minimum clearance to surveyed top of rail is stated as a requirement for CPKC approval, and a proposal not meeting it may be disqualified. The clearance is shown only on the Drawings. Please provide the surveyed top of rail elevation and the governing vertical clearance dimension CPKC will hold to.

Response:

See Dwg S-100 and S-102.

9. Drawing S-102 note 2 states "EXISTING BENT LOCATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR TO FIELD SURVEY PRIOR TO PREPARING SHOP DRAWINGS FOR TIMBER DECK AND GLULAMS." Proponents must commit to a superstructure depth at the time of proposal against a clearance criterion that carries disqualification. Please provide the existing survey of bent locations and elevations, or confirm how proponents are to establish the available structure depth at the time of proposal.

Response:

Survey of bent locations is not available.

Available structure depth can be determined from Dwg S-100 and S-102.

10. Drawing S-001, Contractor Design Rehabilitation notes 1, 2 and 5 state that the Contract Documents are based on assumed as built dimensions, that minor modifications to reflect actual site conditions become the Contractor's responsibility and will not result in a change in the Contract Price, and that commencement of construction constitutes acceptance of existing conditions. RFP Section 5.1 further provides that no additional payments or time extensions are claimable for Site conditions reasonably foreseeable by a qualified contractor. Please define what the District considers a "minor modification" for this purpose, and confirm the threshold above which a variance between assumed and actual conditions will be treated as a change under the Contract.

Response:

Minor modifications are those that in the opinion of the Consultant do not require substantial changes to the Work that could have reasonably been foreseen at the time of tender.

Contractor is responsible to undertake a detailed site survey prior to design and fabrication to verify existing dimensions.

11. Please confirm whether the District warrants the capacity and condition of the existing concrete footings and pier foundations, which Drawing S-101 shows as remaining in both the base scope and OW1. If field verification establishes that an existing footing cannot



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support the design loads, please confirm whether the resulting work will be treated as a change under the Contract.

Response:

The existing concrete footings are adequate to support maximum factored loads described in Q1.

Repair of deterioration to concrete footings unrelated to the Contractors construction activity will be consider a change to the Contract.

12. Attachment B provides the WRD Condition State Assessment Level 2 Inspection Report (11 May 2026) and the RJC 2022 and 2025 Condition Assessments (9 November 2022 and 12 May 2025). Those reports recommend that the bridge be posted at 30 km/h and a reduced GVW of 9 tonnes unless a load rating assessment is undertaken, and note that no structural drawings of the bridge are available. Special Provisions 5.07(a) confirms "Record drawings of the existing bridge are not available."

Response:

The District's Consultant takes responsibility for elements of the structure shown to remain.

13. Where analysis establishes that the existing timber pier shafts are inadequate and require replacement with steel sections connected to the existing concrete foundations, please confirm whether that work falls within base bid items 6.1, 6.2 and 6.3, within Optional Work OW1, or is to be declared as an alternative in Schedule 6.

Response:

Timber pier shafts shown to remain are adequate to support the loads described in Q1.

14. Schedule 2 lists item 6.1 Rehabilitation of Wood Substructure Sills (Each, 4), item 6.2 Rehabilitation of Wood Substructure Pier Shaft (Each, 4) and item 6.3 Rehabilitation of Wood Substructure Brace (Each, 10).

Please confirm:

- a. which specific members at which bents these quantities correspond to, by reference to the condition assessments in Attachment B;
- b. that variance in the actual number of members requiring rehabilitation will be adjusted at the bid unit rates;
- c. the criteria by which a member will be determined to require rehabilitation, and who makes that determination.



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Response:

- a. See Dwg S-101 and S-102
- b. confirmed
- c. Consultant is responsible for elements of the structure shown to remain. Consultant will determine if additional items need to be replaced.

15. The Hazardous Material Inspection Report and Hazardous Material Risk Assessment (First Phase Consulting, both 26 August 2026) and the Geotechnical Site Investigation (Groundtech Engineering, 8 January 2024) are provided in Attachment B as Reference Information under RFP Section 2.7, with no representation as to reliability, accuracy or completeness. Special Provisions 5.06 states that existing timber components are expected to contain creosote and that other hazards or contaminated materials may be present, and Special Provisions 5.26 confirms asbestos in the existing insulated watermain assembly.

Please confirm whether the District will either make these reports contractual, or carry hazardous material removal and disposal as a provisional sum or unit rate item.

Response:

Reports are provided as Reference Information only.

Haz Mat Insp Report identifies:

- No asbestos detected. SP 5.26 will be revised to match report.
- Lead is present in green and light blue paint collected from the bridge.
- Creosote is visible on timber substructure.

These items are to be included in Contract Price - Provisional sum or separate unit rate not required.

16. The Optional Work schedule describes OW1 as "Complete removal and replacement of all wood substructure and bracing elements as shown in Detail 6/S103." Drawing S-103 contains Details 1 through 5 and Section A, with no Detail 6. Drawing S-104 is separately titled "Optional Work Item OW1" and states it shows the optional work items only. In addition, the drawing index on Drawing S-001 lists sheets 01 through 06 (S-001 to S-103) and omits S-104, while Attachment 2 lists S-104 and that sheet is marked 7 of 7. Please confirm which drawing governs the scope of OW1 and confirm the complete drawing list. states: "Proponents are advised that Price of Optional Work Items will not be included in scoring for Total Contract Price described in Section 3.1 of Attachment A to the RFP."

Please confirm whether the OW1 price is included in or excluded from the scored Total Contract Price.



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Response:

Optional Work Schedule revised to refer to Detail 6/S104.

17. Attachment A, Scoring Method 3.1 states: "Total Contract Price will be the sum of both Base Work and any Optional Work, as shown in the Form of Proposal – Schedule 2 – Schedule of Quantities & Prices submission." The Optional Work schedule in the Form of Proposal states: "Proponents are advised that Price of Optional Work Items will not be included in scoring for Total Contract Price described in Section 3.1 of Attachment A to the RFP."

Please confirm whether the OW1 price is included in or excluded from the scored Total Contract Price.

Response:

Total Contract Price used for Evaluation of Proposals will not include Optional Work.

18. Special Provisions 5.03(a) states that at the time of Tender the District has submitted preliminary rehabilitation drawings to CPKC for review, and that CPKC has not provided approval of design or construction activities pending submission of detailed design information.

Please confirm:

- a. whether CPKC has provided any comment on the preliminary submission, and if so release it;
- b. whether any track outage, work block or work window has been discussed with CPKC for the period November 2026 to September 2027;
- c. whether a CPKC representative will be available to respond to proponent enquiries prior to the Closing Time.

Response:

- a. No comments provided by CPKC.
- b. No comments provided by CPKC
- c. CPKC will not provide response to questions prior to the closing time.

19. Drawing S-001, Contractor Design note 2 states "THE CONTRACTOR SHALL RETAIN A PROFESSIONAL ENGINEER REGISTERED IN THE PROVINCE OF ALBERTA FOR CONTRACTOR DESIGNS." Drawing S-001, Delegated Design note 2 defines the Specialty Engineer as a structural engineer registered where the structure is to be built. Special Provisions 5.25 and 5.07(b) require a Professional Engineer licensed in British Columbia in accordance with EGBC requirements.



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Please confirm:

- a. that British Columbia registration under EGBC governs both Contractor design and delegated design;
- b. whether the EGBC Struct.Eng. designation is required for the Specialty Engineer, or whether a P.Eng practising in structural engineering is acceptable.

Response:

- a. BC registration applies to contractor design and delegated design
- b. BC Struct Eng designation is not required.

20. Form of Proposal section 4.0(d) requires a "Project schedule in conformance with Schedule 9." The Form of Proposal schedules end at Schedule 8. Please confirm which schedule is intended.

Response:

Provide a project schedule in conformance with Schedule 7.

21. Attachment B lists the CPR Minimum Safety Requirements for Contractors Working on CP Property in Canada as dated January 20, 2023. Special Provisions 5.03(b) cites the same document as dated January 20, 2022. Please confirm which applies.

Response:

Correct version is 2023.

This Addendum forms part of the Proposal Documents and modifies the original RFP.

All other terms, conditions, and submission requirements remain unchanged.

Bidders must acknowledge receipt of **Addendum.03** in their Proposal submission.