



District of Invermere

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

ADDENDUM.04

Date:	<u>October 2, 2026</u>
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.

Pre-Tender Meeting Minutes

See the minutes from optional pre-tender meeting attached.

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.05** in their Proposal submission.



Engineers

Minutes of Pre-Tender Meeting

Fort Point Bridge Rehabilitation

RJC No. CAL.104245.0019

Minutes of meeting held on September 21, 2026 at 11.00am

Location of meeting: On Site

Recorded By: Mark Bowen

Present

* NAME	COMPANY	INITIALS	EMAIL
Mark Bowen	RJC Engineers		mbowen@rjc.ca
Angela Maclean	District of Invermere		dpwo@invermere.net
Justin Patterson	District of Invermere		engtech@invermere.net
Joe Sims	Silverado Industries		joe@silveradoindustries.ca
Clark Oler	Silverado Industries		clark@silveradoindustries.ca
Leroy Oler	Silverado Industries		leroy@silveradoindustries.ca
Cory Steuchson	Landmark Solutions		csteuchson@landmarksolutions.ca
Brendan Deptuck	Bad Ventures		brendan@bdventures.ca

* denotes meeting attendance

Note: Italicized items are carry-over items from previous meetings and repeated for reference only. The date of the first meeting when item was minuted is indicated.

ITEM	DESCRIPTION	ACTION
1	District and RJC provided summary of project as described in RFP document.	INFO
2	General Site walkabout with District and RJC providing response to questions as they arose:	

2.1	Q: CPKC – Is there a train schedule that informs the number of train movements through the site? A: No schedule available. District has observed typical 2-4 train movements per day.	
2.2	Q: Would timber or steel piers be acceptable? A: Individual pier shaft replacement shall be timber consistent with shafts to be retained at each pier bent. Steel piers can be used if all pier shafts are replaced at a pier bent.	
2.3	Q: Is Contractor or District responsible to pay CPKC costs for flagging? A: To be clarified by addendum.	
2.4	Q: Does overhead power line need to remain in service during construction. A: Yes.	
2.5	Q: What design submissions are required to be reviewed by CPKC? A: The Contractor is responsible for timing of detailed design submissions for approval by CPKC. The Contractor should allow for multiple submissions as needed for review and approval of preliminary and detailed design development.	
2.6	Q: Will the District consider an extension to the RFP closing time to allow time for preparation of design submission. A: Yes. Will be confirmed by addendum.	
2.7	Q: Clarify site laydown area. A: As indicated on drawings. Land on NW corner of site is not available. 4th Av will be closed between 14A Crescent on north side and the intersection on the south end of the bridge. Contractor can use the road between 14a Crescent and the bridge for site laydown.	
2.8	Q: Does the District have schedule constraints for road closure? A: District would like to minimise disruption during the busy May-September season but recognise that this is also construction season. Suitability of schedule is a Scored Criteria in the evaluation process.	
2.9	Q: Will changes to road profile be considered? A: Yes. Changes to road profile will be evaluated as a Scored Criteria as part of Suitability of Bridge Structure. Contractor is to include all costs associated with revisions to road geometry or profile including, but not limited to: road construction, utility impacts, property access, intersection changes etc.	
2.10	Q: Does CPKC run double deck container cars on this line. A: Possibly. CPKC clearance envelope accounts for possible train configurations.	
2.11	Q: Can water be turned off? A: Yes	



Minutes of Meeting No.

2.12	Q: Can construction start in the spring? A: Yes but not preferred due to influx of traffic during the summer months. See also 2.8.	
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Acceptance

Note: Should there be any errors or omissions from these minutes, please notify the writer so that a clarification may be issued. The minutes will otherwise be deemed acceptable.