



District of Invermere

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

ADDENDUM.06

Date:	October 6, 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. Please confirm whether the District will disclose the Consultant's pretender cost estimate, or a range.

Response:

Consultant cost estimate will not be disclosed.

2. Schedule 7 requires the Work to be performed to meet a Contract Execution Date no later than 14 days after closing and on site construction commencing no sooner than 1 November 2026. Special Provisions 5.03(a) states "CPKC has indicated that an eight (8) week review period should be expected between receipt of detailed design drawings by CPKC and issuance of executed Agreements," and the Contractor is required to account for that period in its schedule. Detailed design cannot be produced, reviewed and submitted to CPKC within the period between award and 1 November 2026. Please confirm the District's assumed dates for detailed design submission, CPKC agreement execution and on site construction commencement.

Response:

These dates are not in conflict. Design is not expected to be completed by November 1.

3. Attachment A requires a 3 to 5 page Proposed Bridge Structure document including a general arrangement drawing showing span arrangement and articulation, deck width, primary structural members, deck, pavement and barrier, materials and coating systems, watermain support location, vertical clearance from top of rail to soffit and design loads, plus applicable codes, design life and maintenance recommendations. It is scored out of



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20 against six criteria with a minimum of 8 points, and proposals not meeting the minimum score within a scored criterion will not be evaluated further. The RFP was issued 8 September 2026 and closes 6 October 2026. Please confirm whether the District will extend the Closing Time to allow proponents to complete preliminary design to the standard the evaluation requires.

Response:

Closing time extended by Addendum 2.

4. RFP Section 9.5 identifies RJC Engineers as a Restricted Party, and Section 9.6 provides that no Proponent nor any member of a Proponent's team may use, consult or seek advice from any Restricted Party. This materially reduces the pool of firms with British Columbia bridge delegated design capacity available to proponents. Together with the underwriting period required for the \$20,000,000 wrap up commercial general liability placement naming the CPKC Indemnified Group with no railway right of way exclusion, and for the surety prequalification letter, bid bond and Consent of Surety required as Mandatory Criteria, please confirm the District is satisfied that the current Closing Time allows a complete and compliant proposal to be assembled.

Response:

Closing time extended by Addendum 2.

5. Where the District issues an addendum providing the surveyed top of rail elevation and the bent survey (items 8 and 9), or resolving the governing pier load basis (item 1), please confirm the Closing Time will be extended by a period sufficient for proponents to incorporate that information into the proposed structure and, where required, re-develop the superstructure design.

Response:

Closing time extended by Addendum 2.

6. If the District is not able to extend the Closing Time, please confirm whether proposals will be accepted with a qualification stating that the proposed superstructure is subject to confirmation of the governing pier load limit and the surveyed top of rail elevation.

Response:

Closing time extended by Addendum 2.

7. Special Provision 5.25 - (page 109) states that the bridge superstructure type shall be selected so that the total load on the bridge piers does not exceed a factored ULS load of 240 kN in each pier shaft. General note 7 on the drawings (page 127) states that the self weight of the superstructure is not to exceed a factored load of 240 kN at each pier column. These two limits are materially different: the SP wording caps the combined dead



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plus live load effect per shaft, while the drawing wording caps the superstructure dead load only and is silent on live load. Please confirm which limit governs.

Response:

See addendum 3, response #1.

8. The Operational Constraints document states the Railway will not deal directly with the Contractor and that flagperson charges are invoiced to and paid by the Road Authority (page 252). The Special Provisions state that the Contractor pays flagging costs directly to CPKC (p 92). Please confirm if the cost of flagging is to be included in the proposal price.

Response:

Refer to SP 5.03 c) CPKC Flagging (p 93).

Cost of flagging is to be included in the proposal price.

9. Special Provision 5.26 requires removal of the existing watermain and installation of a new main, and the payment clause includes 'temporary facilities' in the lump sum, but no service continuity requirement is stated (page 110). Please confirm the watermain may remain out of service for the full construction duration and that no temporary supply or bypass is required.

Response:

Watermain can remain out of service for duration of construction. No temporary service or bypass is required.

10. Self weight of structure limit of 240 kN (factored) at each pier column.
Each pier is composed of 5 timber columns.
Q: Is this per column in the pier (would result in $5 \times 240 = 1200$ kN per pier)?

Response:

See addendum 3, response #1.

11. Do you have a list of contractors who attended the Sept 21st site meeting? There is no plan takers list on BC bid and we'd like to make sure all bidders receive our proposal.

Response:

Notes from Pre-tender meeting provided. See addendum 4.

12. The existing Girders need to be removed and replaced with a new superstructure? Can Steel girders be used?

Response:



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Yes. See SP5.25 and RFP Attachment A.

13. What is the rule for the full replacement of all the timbers? CPKC had a requirement to widen their track and allow for new roadway beside the tracks?

Response:

Pier layout is to be retained as existing. CPKC requires accommodation of a second track if layout of bridge piers is changed.

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.06** in their Proposal submission.