



District of Invermere

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

ADDENDUM.08

Date:	October 8, 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. Attachment A, section .4.1 requires the electronic bid bond with digital signatures and seals and the Consent of Surety to be submitted "through the Online Bidding System," while the RFP requires proposals to be delivered by email or by hand. Please confirm the required transmission method.

Response:

Please include the Surety as part of the RFP package submitted by email or by hand.

2. The Fort Point Bridge project appears as a 2026 capital project in the District's adopted financial plan.

Please confirm:

- a. The capital allocation for this project as adopted in the 2026 to 2030 Financial Plan Bylaw;
- b. Whether award is contingent on any further funding or grant approval, and whether any funding source carries an expiry or spend by date falling within the 45 day acceptance period in Form of Proposal 4.0.

Response:

The current capital allocation for this project is \$3,000,000. The award would be subject to available budget and Council approval if it were over the current capital allocation. The award is not subject to any grant applications.



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3. Schedule 7 requires Substantial Performance no later than 30 September 2027 and Total Performance no later than 20 October 2027, with a maximum road closure duration of 30 weeks. Liquidated damages under GC 12.4 are \$1,000 per day plus the Owner's direct out of pocket costs, assessed against the Substantial Performance milestone date set out in the Proposal. Please confirm whether these dates are fixed, or whether they will be adjusted by addendum to reflect the CPKC review period and the winter period at the specified minimum daily mean temperature of minus 35 degrees Celsius.

Response:

The dates are fixed and will not be adjusted by addendum, however if the review by CPKC period were to take longer than typical that would be considered a reasonable grounds for an extension during the project.

4. There are power lines over the bridge that will interfere with crane operations during construction. Will these lines be de-energized and/or removed during construction? This Addendum forms part of the Proposal Documents and modifies the original RFP.

Response:

No. Overhead Power lines are required to remain in service during construction.

5. The RFP provides no information on rail traffic on this subdivision. Please provide typical daily track blocks, quantity, and duration of blocks that will be available to the contractor.

Response:

CPKC has not provided a train schedule.

6. The tender does not state permitted working hours or days. Please confirm the working hours available to the Contractor, and if any applicable noise or other bylaws apply to the construction work.

Response:

Working hours are typically within 7am to 7pm Monday to Friday. Bylaw No 1117 applies to noise control, however exemptions may be granted at the district's discretion.

7. Could it be extended longer than the 20th? With the design and securing prices it makes it really tight.



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Response:

See Addendum 7 – Proposal Deadline Extension. The extended Closing Time of October 20, 2026 at 2:00pm MST is extended to October 27, 2026 at 2:00pm MST.

8. What insurance requirements are there with regard to the CPKC track access.

Response:

Refer to SP 5.03

9. Does the bridge have to be pre machined and preassembled prior to treatment to minimize bright untreated wood in the structure?

Response:

Individual pieces shall be pre-treated prior to assembly.
Refer to SP 5.14 and SS 213, 904, 905, 908.

10. In accordance with CSA S6 Section 9.17.2: Only oil-based solvent treatment chemicals are allowed to prevent expansion and contraction issues for the premachined elements. Is the District of Invermere willing to accept water-born preservative treatments?

Response:

No. Requirements of CSA S6 and specifications shall apply.

11. Is there a concrete slab between the asphalt and the precast girders? S-101 says 'ACP on concrete slab on precast concrete girders', but the 2022 RJC report says the asphalt sit directly on the girders. How thick are the asphalt and concrete slab if applicable?

Response:

No concrete slab on the existing bridge. Asphalt thickness is estimated to be 80mm thick.

12. The Sizes for the timbers are 190 X 300, 300 X 300, 230 X 230 and 50 X 150, however the suppliers have CSA standard sizes as seen below. Is it ok to use the CSA standard sizes for the Glulam wood supports.

We would provide in CSA standard sizing:

190x300 = 175x304 (could go to 215x304)
300x300 = 315x304
230x230 = 215x228 (could go to 265x228)
50x150 = 80x152



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Response:

Replacement timber sizes shown on drawings are the minimum acceptable. If alternate sizes are proposed by contractor these shall be larger than dimensions shown on the drawings. Contractor is responsible for connection design and integration of alternate section sizes into the structure.

190x300 = 175x304 not ok – 215x304 is ok

300x300 = 315x304 ok

230x230 = 215x228 not ok – 265x228 is ok

50x150 = 80x152 ok

Changes to Contract Documents

1. Form of Proposal

Schedule of Prices – Optional Work is revised to refer to Detail 6/S104.

Attached: Revised Schedule of Prices – Optional Work (page 8 of 15) for inclusion in Bid Submission.

2. Addendum 04 Pre-Tender Meeting Minutes

Contact information for Landmark Solutions is revised as below:

Cory Stevenson	Landmark Solutions	cstevenson@landmark-solutions.ca
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3. Drawing S-102

Note 7 revised to be: 7. 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.

4. Special Provision 5.25 Delegated Design and Approvals

Revise 5th paragraph on page 20 of 21:

From: The bridge shall be designed to accommodate 2 lanes of traffic plus sidewalk as indicated on the Drawings.

To: The bridge shall be designed to accommodate 2 lanes of traffic plus shoulder as indicated on the Drawings.



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5. Special Provision 5.26 Water Main

Revise 2nd paragraph:

From: The District has identified that the existing insulated watermain assembly contains hazardous material including asbestos. Hazardous Materials Testing Report is provided in Attachment B to the RFP.

To: The District has obtained testing results that indicates that the existing insulated watermain assembly does not contain asbestos. Hazardous Materials Testing Report is provided in Attachment B to the RFP.

All other terms, conditions, and submission requirements remain unchanged.
Bidders must acknowledge receipt of **Addendum.08** in their Proposal submission.