



555-2015 ADDENDUM 2

REQUEST FOR PROPOSAL FOR PROFESSIONAL CONSULTING SERVICES FOR EASTERN CORRIDOR

URGENT

PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE REQUEST FOR PROPOSAL

ISSUED: 4 July 2016
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THIS ADDENDUM SHALL BE INCORPORATED INTO THE REQUEST FOR PROPOSAL AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: Ar20150806

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Request for Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 9 of Form A: Proposal may render your Proposal non-responsive.

PART B – BIDDING PROCEDURES

Add B13.1 (a) Phase II, a P3 business case and value for money (VFM) analysis area are now included as an additional element of the Project. (See D6.5.9)

PART D – SUPPLEMENTAL CONDITIONS

Revise D5.7.2 Refer to Table in D6.9 for summary of details related to the completion of major elements of RFP555-2015.

Add: D6.4(a) It is anticipated that the project take a minimum of 16 months to complete. Furthermore, it is anticipated that the project work be divided into two primary stages (after the pre-analysis stage) as shown in Figure 7, with the majority of the project tasks completed in two stages separated by a Council Approval period:

- (i) Route Selection Stage / Stage RS: Options are created, evaluated, and a recommend route is selected for approval by Council (D6.4.)
- (ii) This stage will also require the undertaking of a functional design study for Louise Bridge / Stadacona Extension that will develop a recommended plan for Council approval.
- (iii) Assume 12 months, commencing at Award Date for items (i) and (ii), above.
- (iv) Council Approval: a two to three month period for Council to consider and approve the recommendations for Louise Bridge/Stadacona Extension and the Eastern Corridor Route.
- (v) Alignment Stage / Stage AL: Recommended route is analyzed in detail. (D6.5.) Assume a minimum of 4-6 months, following Approval by Council.

Add: D6.4(b) For all scheduling, cost estimating, etc., cost the work in the two stages separately.

- Add: D6.4.(c) For use in the evaluation of all components in Route Selection Stage / Stage RS (Louise Bridge, Stadacona Extension, Level 1 and 2 screening of transitway alternatives, etc.) class 4 estimates are required.
- Delete D6.4.1 (b)
- Add D6.4.2.1 Key considerations for transit service include, but are not limited to, frequency of service, peak vs. all-day service, directness of route, ensuring destinations / trip generators are “on the way”, etc. The recommend routing (and service that will be provided on that route) should aim to ensure transit service is competitive with other modes and is optimized; refer to references such as the books Human Transit (Walker), and Bus Planning and Operations in Urban Areas: A Practical Guide (Giannopoulos) for more information.
- Revise: D6.4.6(e)(x) Determine the feasibility of a bridge rehabilitation alternative and identify the restrictions this alternative may have with respect, to traffic capacity, active transportation, roadside safety, vertical/horizontal clearances, load carrying capacity, and service life. The feasibility study would include a review of existing information and a detailed visual inspection in accordance with the Ontario Structure Inspection Manual (OSIM), development of rehabilitation concepts, and a Class 4 cost estimate. A rigorous load rating analysis is not required. Weighted evaluation criteria shall be developed to compare this alternative against bridge replacement options.
- Revise D6.4.6(f) Complete all work related to the functional study for the Louise Bridge and Stadacona Extension in Stage RS (as described in D6.4.(a)(ii). Bring forward the proposed functional design to Council for endorsement. After Council approval, Public Works will issue a new, separate RFP for preliminary design of Louise Bridge/Stadacona Extension. Within Stage RS, complete the conceptual/functional design of the Louise Bridge (D6.4.6) and the Stadacona extension (D6.4.7), both with Class 4 cost estimates, (this includes all public consultation for these elements). This could also possibly include the Standalone Marconi Walkway (D6.4.9) which could be amalgamated into a Louise Bridge Project. Thus, all works related to the Louise Bridge and Stadacona Extension to Gateway should be fully completed in the first stage, within 12 months of the Award Date. After Council approval, Public Works will issue a new, separate RFP for preliminary design of Louise Bridge and the Stadacona Extension.
- Add: D6.4.6(g) Note that the Louise Bridge and the Transitway crossing of the Red River will likely not be the same structure.
- (i) D6.4.7 identifies the Stadacona Extension as an important transportation link that needs to be developed. This can't be done without the Louise Bridge replacement being near the existing alignment. Figure 4 shows this project limit.
 - (ii) A Louise Bridge on or near the existing alignment may be able to accommodate a link to the future northeast transit corridor but it may not be a logical component of the eastern transit corridor.
 - (iii) The location of the Transitway Red River crossing could be in Point Douglas or St. Boniface depending on which route is chosen. A St. Boniface route might utilize a new structure over the Red River, or make use of an existing structure.
 - (iv) If the chosen Transitway route is in Point Douglas, there is a possibility of providing a direct connection from Higgins to Nairn east of the Nairn Overpass as shown in the 2006 study but this still doesn't replace the requirement for a Louise Bridge near the current alignment.

- Revise: D6.4.12(a) The Transit Satellite Garage (TSG) is now anticipated to be designed to accommodate 350 transit vehicles initially, with expansion capacity to allow for 500 vehicles ultimately. A combination of both standard and articulated buses will need to be accommodated within the facility. While described in this RFP as a “satellite” garage, it is anticipated that this facility will essentially function as an independent facility in most respects from other Transit garages.
- Revise D.6.5.2 (d) The entire project will need to have a comprehensive business case, including IRR, NPV, ROI and benefit/cost analysis performed to aid in determining if construction of the project, as described in this study, should proceed. Utilize the City’s Asset Management Benefit/Cost Template (See Appendix H) in this work.
- Add D.6.5.2.(e) Phase II, a P3 business case and value for money (VFM) analysis area is now a standalone additional element of this study. (See D6.5.9)
- Add D 6.5.9 **Business Case and Value for Money Assessment for P3 Canada Funding Application (Phase II)**
- Add D 6.5.9.1 The Consultant shall provide the City with consultant services and P3 expertise to develop a business case submission to P3 Canada to support the City’s funding application:
- a) Business case development to support the selection of the best project delivery model, including the development of a risk assessment matrix through a risk assessment workshop.
 - b) Preliminary Value for Money (VfM) assessment at the business case stage.
 - c) Preparation of a final Business Case Report and supporting documentation for the City’s submission to P3 Canada, following the procedure outlined by P3 Canada in the P3 Business Case Development Guide, available at:
<http://www.p3canada.ca/en/about-p3s/p3-resource-library/p3-business-case-development-guide/>
- Add D 6.5.9.2 Phase II shall be budgeted separately from the rest of the project (Phase I) in all documentation including person-hours, budget, timeline, etc., but shall be awarded with Phase I.
- Add: D6.5.10 **Summary of Completion of Major Design Requirements in RFP 555-2015**

Add: D6.5.10.1

This table is a summary of levels of detail, cost estimate classifications, etc. for major project elements. In the event of a discrepancy between this table and other references to level of detail, cost estimate, completion deadline within RFP555-2015, this table supercedes other references. Contact the Project Manager in the event that further clarification is necessary.

Major project component	Level of Detail required	Cost estimate required	Timeframe for completion
Initial Transitway alternatives	Functional Level of Detail	Class 4 Cost estimate	Complete within 12 months of Award Date (Stage RS as described in D6.4.a)
Council-approved Transitway alignment	Schematic Level of Detail = 33% design completion See Note 1.	Cost estimate accuracy of -15%, +20%)	Complete post-approval from Council. (Stage AL as described in D6.4.a)
Louise Bridge	Functional Level of Detail	Class 4 cost estimate	Complete within 12 months of Award Date (Stage RS as described in D6.4.a)
Transit Garage	Schematic Level of Detail = 33% design completion See Note 1.	Cost estimate accuracy of -15%, +20%)	Complete by end of project. (end of Stage AL as described in D6.4.a)
Stadacona Extension	Functional Level of Detail	Class 4 cost estimate	Complete within 12 months of Award Date (Stage RS as described in D6.4.a)

Note 1: This is P3 Canada's "Schematic Level of Design" (33% design completion with a cost estimate accuracy of -15%, +20%) within the RFP, similar to the City of Winnipeg's Preliminary Design (30% design completion with Class 3 cost estimate accuracy - 20%,+30%).

APPENDICES

Replace:

Appendix E with Addendum 2 - Appendix E – R1