



### 555-2015 ADDENDUM 3

#### REQUEST FOR PROPOSAL FOR PROFESSIONAL CONSULTING SERVICES FOR EASTERN CORRIDOR STUDY

### URGENT

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

ISSUED: 15 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**

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**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.**

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### PART B – BIDDING PROCEDURES

Add B9.2(a)(iv) Demonstrate the team’s capacity for being able to handle the level and volume of public engagement work over the course of the project, to ensure that project timelines are met and project risks are addressed.

Revise: B10.4 Proposals should include, in tabular form:

- (a) Names of key personnel assigned to the Project, who shall not be substituted without prior written permission of the Project Manager:
  - (i) Key personnel are assumed to be senior staff and discipline leads; and
  - (ii) Substitutes or back-up personnel shall not be listed in the Proposal.

Revise: B10.6 For each person identified in B10.4, as well as all junior and support staff assigned to the project:

- (a) List the percent of time to be dedicated to the Project in accordance with the Scope of Services identified in D5;
- (b) Provide an estimate of the number of hours to be assigned to each staff person for each task in accordance with the Scope of Services identified in D5;
- (c) For each person identified in B10.4, list the percentage of their overall and available time to be dedicated to this Project with respect to their workload on other projects internal and external to the City of Winnipeg; and
- (d) Provide the person’s per diem rate for this project.

Delete B12.4

Delete B13.1(a)

Add **B22.**

### **POTENTIAL FOR FUTURE CONTRACTS**

Add B22.1 The City of Winnipeg, in its sole discretion, after consideration of the Consultant’s performance on Bid Opportunity 555-2015 may negotiate and enter into contracts with the Consultant for future phases without a public bid solicitation. Phase 2 would involve

completing a schematic (preliminary) level of design and value for money analysis as outlined in D6.4(a)(vi) and (vii). Phase 3 would either involve detailed design, contract administration or post construction services for a Design-Bid-Build project delivery method or owner's engineer services for a Design-Build or P3 project delivery method. The City will provide terms and conditions and other details if it initiates negotiations with the Consultant. No compensation will be provided to the Consultant for participating in this negotiation. The City of Winnipeg will be under no obligation to initiate negotiations or enter into subsequent contracts for either phase, and may choose to issue a public bid solicitation for the Work.

## **PART D – SUPPLEMENTAL CONDITIONS**

- Revise D.5.7.1(j) Standalone schematic report for Transit Satellite Garage, including Class 3 estimate of costs. (See D6.4.12. and Appendix E R1)
- Add D5.7.1.1 As a result of Addendum 3, items related to the recommended alignment (Alignment Stage, D6.5) may or may not have commenced by the time Council endorses the recommended alignment.
- Revise D5.7.2 Refer to Table in D6.5.10.1 for summary of details related to the completion of major elements of BID OPPORTUNITY555-2015. **Note that several tasks included in PART D no longer form part of the required tasks for the Bid Opportunity 555-2015. See D6.4(b).**
- Revise Figure 7, page 21 of 42. See Page 3 of 5 of Addendum 3.

As per Addendum 3, the Alignment Stage of the project will now not initially form part of the work of Bid Opportunity 555-2015. However, tasks within this section may need to commence in earlier stages.

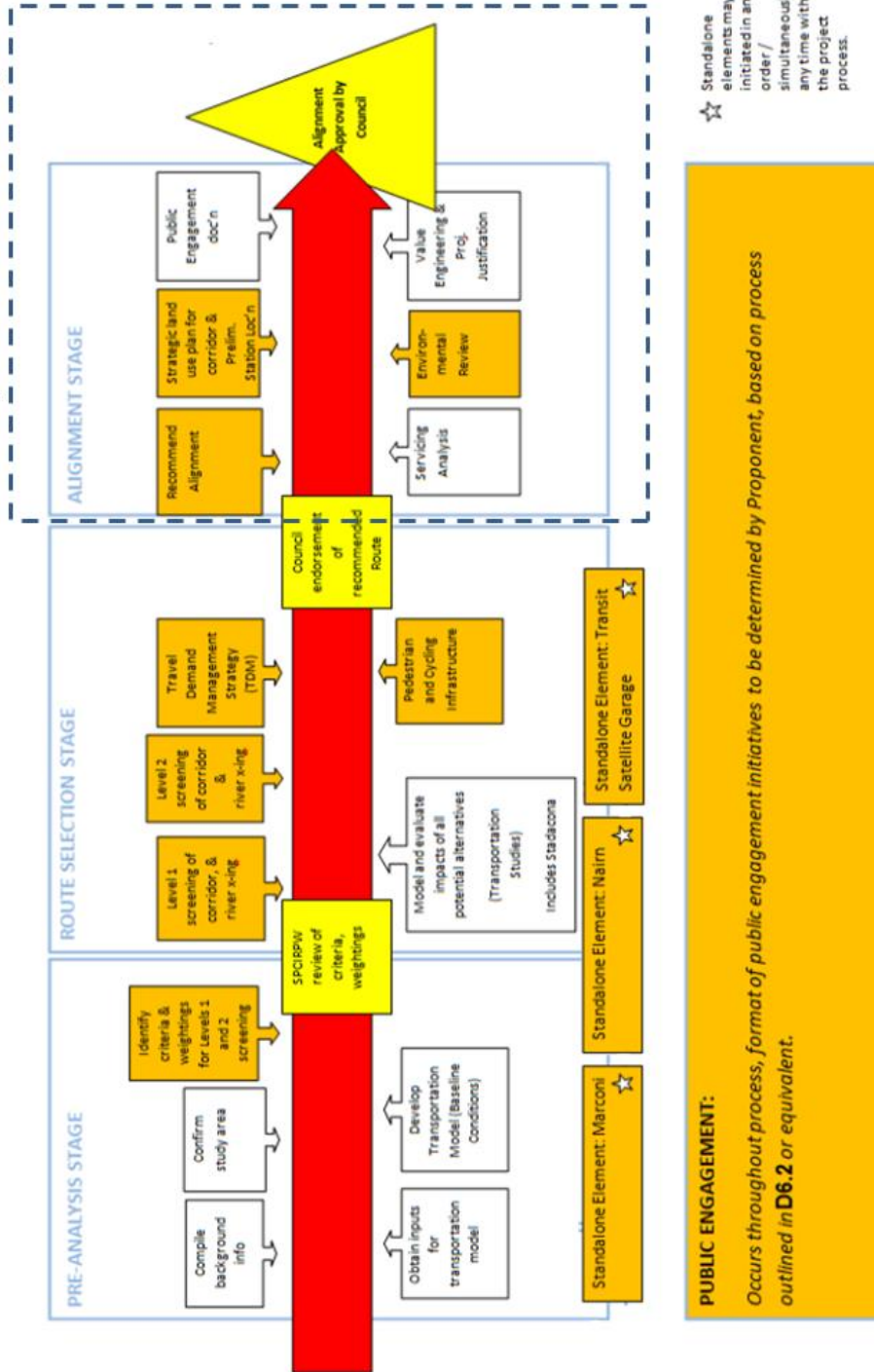


Figure 7: Conceptual Project Workflow (Amended)

Revise: D6.4(a)

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 tasks completed in two stages separated by a Council Endorsement period:

- (i) Route Selection Stage / Stage RS: Options are created, evaluated, and a recommended 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) The Transit Satellite Garage (D6.4.12) will be completed to a Schematic Level of Detail estimate initially. (No change to the requirement for this element)
- (iv) Assume 12 months, commencing at Award Date for items (i) to (iii), above.
- (v) Council Approval: a two to four month period for Council to consider and approve the recommendations for this infrastructure.
- (vi) Alignment Stage / Stage AL: Recommended route is analyzed in detail. (D6.5.) and schematic (preliminary) design of Louise Bridge and the Stadacona Extension. Assume a minimum of 12 months following Approval by Council.
- (vii) Phase II, the P3 business case and value for money (VFM) analysis area would take place in tandem with D6.4.(a)(vi)

Add: D6.4(b)

**At this time, the City intends to award only the work leading up to D6.4(a)(v) and no further.** The more complex Class 3 level of detail for the recommended alignments/concepts and Phase II (D6.4(a)(vii)) shall only proceed at the City's sole discretion and subject to B22.1. Thus tasks included in D6.5 would not be completed entirely as part of the workplan for Bid Opportunity 555-2015.

Add: D6.4(c)

Document the team responsible for completing D6.4(a)(vi) and (vii), and a brief synopsis of how these tasks would be carried out, but do not complete detailed task breakdowns, costing, etc. related to 100 percent completion of these tasks at this time.

Delete D6.4.6(f)

Revise D6.5.1

**NOTE: At this time, tasks related to the DESIGN OF RECOMMENDED ALIGNMENT no longer form part of the initial scope of work to be completed in response to Bid Opportunity 555-2015. However, tasks within this section may need to be initiated prior to Council endorsement of the recommended alignment in order to complete the work necessary for Council to endorse the recommended alignment as per D6.4.(a)(v). Negotiations on this and any other scope of work added to the tasks required for Bid Opportunity 555-2015 would take place with the Consultant in advance of the work being initiated.**

Revise: 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 Bid Opportunity 555-2015, this table supersedes other references. Contact the Project Manager in the event that further clarification is necessary.

Major project component	Level of Detail required	Cost estimate required	Target Timeframe for completion
Phase 1 – Functional Design and Public Consultation			
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)
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%)	<b>Complete within 12 months of Award Date</b>
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)
Phase 2 – Schematic Level of Design for Phase 1 Elements (except Transit Garage)			
Council-approved Phase 1 of Transitway (excluding Transit Garage)	Schematic Level of Detail = 33% design completion  See Note 1.	Cost estimate accuracy of -15%, +20%)	(Stage AL as described in D6.4.a)  <b>NOT INITIALLY INCLUDED IN BID OPPORTUNITY 555-2015 SCOPE OF WORK.</b>

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

A Functional Level of Detail is intended to determine feasibility.

A Schematic Level of Detail allows for the development of more robust project cost estimates for decision-making, and to obtain preliminary approvals necessary to undertake design and project development.