Corporate Finance Department
Materials Management Division

636-2023 ADDENDUM 1

REQUEST FOR PROPOSAL FOR PROFESSIONAL CONSULTING SERVICES FOR THE PEMBINA HIGHWAY BRIDGE DECK REHABILITATION OVER LA SALLE RIVER

ISSUED: August 15, 2023
BY: Mohamed Mady, Ph.D., P.Eng.
TELEPHONE NO. 204 986-4046

URGENT

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

THIS ADDENDUM SHALL BE INCORPORATED INTO THE REQUEST FOR PROPOSAL AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: Ar20160708

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 10 of Form A: Proposal may render your Proposal non-responsive.

PART B – BIDDING PROCEDURES

Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, **August 25, 2023**.

Revise: B6.5 to read: Proposal format, including number of pages for each section, font, etc., will not be regulated, except that the number of pages is limited to **twenty-five (25)** excluding covers, table of contents, and Form A. All other tables, drawings, photos and appendices are to be included within the **twenty-five (25)** pages limit. All pages shall be of size 8.5" x 11" except drawings, tables and schedules can be 11" x 17". Also, the Proposal should contain a table of contents, page numbering and should be in the Sections identified above. Proponents are encouraged to use their creativity to submit a Proposal which provides the requested information for evaluation and other information which illustrates the strength of their proposed solution

Revise: B21.1 to read: Award of the Contract shall be based on the following evaluation criteria:

(a) compliance by the Proponent with the requirements of the Request for Proposal or acceptable deviation therefrom:	(pass/fail)
(b) qualifications of the Proponent and the Subconsultants, if any, pursuant to B15:	(pass/fail)
(c) Fees; (Section B)	**10%**
(d) Experience of Proponent and Subconsultant; (Section C)	20%
(e) Experience of Key Personnel Assigned to the Project; (Section D)	**30%**
(f) Project Understanding and Methodology (Section E)	**35%**
(g) Project Schedule. (Section F)	5%

Delete: B21.6

PART D – SUPPLEMENTAL CONDITIONS

Revise:	D3.3.2(b)ii to read:	Several abutment bearings lower plates were repositioned to be in alignment with the top plates. **This was completed in response to the abutments monitored movement towards the river.** These bearings have been monitored since the fixing bolts for the lower plates were permanently removed. **All monitoring data for the abutments, bearings, and expansion joints will be provided during the RFP period upon email request to the Consulting Contract Administrator.**
Revise:	D3.3.2(d) to read:	Recent inspections show signs of **counter clock wise rotation for both super-structures** and bearings that are not in proper alignment causing shearing of the existing keeper plates. **Investigation is needed to determine the cause of the observed rotation.**
Delete:	D4.3	
Revise:	D5 to read:	DECK INVESTIGATION **AND PRELIMINARY DESIGN**
Revise:	D5.1(f) to read:	**Detailed survey for the abutments, piers and bearings to determine the main cause of the observed bearings misalignment and superstructures rotation; due to abutments movement or piers rotation or other reasons.** Inspection of bearings can be completed using ladders without the need for the City's under bridge crane, but it can be provided for the inspection if deemed necessary.
Add:	D5.1(k):	**A detailed scope of construction, Class-3 capital cost estimates, and a life cycle cost analysis to be prepared for each option. Develop evaluation criteria and weighting for the selection of the recommended option.**
Revise:	D6.3(g) to read:	Design of repairs needed for the abutment and/or pier bearings, including jacking requirements and bearing realignment as necessary, **and design of a substantial concrete retaining system to prevent the superstructure from further transverse movement**. **Design of any additional substructure stabilization needed will be dealt with as a scope change**. **A monitoring system is needed to be designed for future monitoring of the substructure units and bearings. The future monitoring will be dealt with as a scope change**; and
Revise:	D7.4 to read:	Construction period for each structure is expected to extend for approximately **12 weeks**. During this time, a continuous observation of sensitive and critical works is required. **Eight** (**8) weeks** part time and four (4) weeks full time resident inspection can be assumed for a total of **320 hrs** for each structure. These hours shall not include site meetings time or surveying time for pavement overlay work