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SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
TPSGC/PWGSC
1550 Avenue d'Estimauville
Québec
Québec
G1J 0C7

Title - Sujet Dossier d'affaires		
Solicitation No. - N° de l'invitation T8010-110163/A		Amendment No. - N° modif. 006
Client Reference No. - N° de référence du client T8010-11-0163		Date 2012-05-15
GETS Reference No. - N° de référence de SEAG PW-\$QCL-034-14548		
File No. - N° de dossier QCL-1-34891 (034)	CCC No./N° CCC - FMS No./N° VME	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2012-05-31		Time Zone Fuseau horaire Heure Avancée de l'Est HAE
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>		
Address Enquiries to: - Adresser toutes questions à: Gabra, Andrée-A.		Buyer Id - Id de l'acheteur qcl034
Telephone No. - N° de téléphone (418) 649-2836 ()		FAX No. - N° de FAX (418) 648-2209
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:		

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

QUESTIONS AND AMENDEDMENTS

THE ABOVE REQUEST FOR PROPOSAL IS HEREBY AMENDED AS FOLLOWS :

Included in the present amendment :

1. Questions and answers 44 to 65
 2. Amendment no 6
-

QUESTION 44:

RT-2.3 states that "The Bidder must present projects that have reached completion or for which construction has started." Given the long planning and development cycles for these types of large projects, while Bidders would have completed their respective responsibilities for each of the required components, in many cases, the "completion" of the procurement, the negotiation of the construction contract and of the financing together with execution of construction may not yet have all occurred. In many cases, one or more of these components are procured under separate contracts which may in themselves be "complete" long before financial close or construction. As such, we are requesting that the Crown accept projects where the business case, traffic and revenue forecasts and preliminary design and costing have been completed, but for which a construction contract and financing transaction may not yet have been completed.

ANSWER 44:

This was addressed in question/answer 43 of Amendment no 5.

QUESTION 45

If a project reached financial close supporting the owner side, does that count toward meeting the mandatory criteria for project completion? The language for RT-3.2 states, ".....The bidder must present projects that have reached completion or for which construction has started." The order of the wording for this sentence has "completion" before "construction has started", which to us implies a financial close is considered project completion. Is this a correct interpretation?

ANSWER 45 :

This was addressed in question/answer 43 of Amendment no 5.

QUESTION 46 :

Page 8

5. Improvement of Requirement during Solicitation Period

Should bidders consider that the specifications or Statement of Work contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation? Bidders must clearly outline the suggested improvement as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favor a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least seven (7) days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

In this case, should the bidder submit a price associated to those recommendations and suggestions? Should this price be part of the financial bid?

ANSWER 46:

Article 5. Improvement of Requirement During Solicitation Period of Part 2 - BIDDER INSTRUCTIONS of the request for proposals is open only to the bidder during the bid solicitation period. Please refer to Article 5. Improvement of Requirement During Solicitation Period to follow the procedure if you want to submit Improvement of Requirement. Bidders must submit their financial bid in Canadian funds and in accordance with the pricing schedule detailed in Attachment 1 to Part 3.

QUESTION 47:

Page 14

Evaluated Price-

D1 : _____ \$

D1= Sum of TOTAL PART A PROFESSIONAL SERVICES (A4) +
TOTAL PART C OPTIONAL PROFESSIONAL SERVICES (C14)

Note that Part B - Travel and living expenses will not be considered for the evaluation of the bids.

Goods and Services Tax (GST)/ Harmonized Sales Tax (HST)

Insert GST amount, as applicable (E1): \$ _____

Insert HST amount, as applicable (E1): \$ _____

Requests for firm prices for optional professional services seem particularly difficult to meet, given the absence of specific scope and / or level of effort required for each option. These professional services should be defined more precisely or to be paid by hour (with a library of theoretical hours and an hourly rate bid).

ANSWER 47:

The Bidder should keep in mind that the scope of the work required for each optional professional service is relatively straightforward and does not include anything not already discussed in the other services of the statement of Work.

For example:

Component 1 - Option 1: Business Case Update(s): An update to the business case, to reflect more recent projected revenue data or updated interest rates, for example, should be relatively straight forward if the models used by the Contractor to develop the initial business case is planned to accommodate future updates.

Component 1 - Option 2: Other JCCBI Structures in the Business Case: Once the original business case is developed, including additional JCCBI structures in the business case may well follow the same procedure/model used previously.

Component 1 - Option 3: Public Open House(s): Planning for an open house is a straight forward task. As stated in the Statement of Work, the Contractor must prepare the display boards, comment sheets, sign-in sheets and project information sheets, much of which can be reused for more than the first open house. The Contractor will have to include up to 5 hours, possibly on evenings and/or week-ends, for attending the open houses in the Montreal area, but TC will cover costs for the venue and take care of the logistical activities.

Component 2 - Option 1: Traffic and Revenue Forecasts Update(s): If and when more recent traffic data become available, the Contractor will be asked to refresh the traffic and revenue forecasts accordingly. If the original models are done with this in mind, it should be straight forward to change the input data and update the results using the same methodology.

Component 3 - Option 1: Implementation of Tolling on Other JCCBI Structures: If Transport Canada wishes to consider the implementation of tolling on other JCCBI structures, the Contractor should undertake the same work undertaken for the evaluation of installation and operation of a tolling system in the New Bridge Corridor (see Section 5.3.7 if the Statement of Work). Additionally, because a tolling system on other JCCBI structures would be implanted on existing infrastructure, the Contractor should identify required modifications to existing infrastructure for the installation of the tolling system, and identify required steps for such implementation.

With this in mind, Canada is of the opinion that the Bidder should be able to understand the scope of work and level of effort required, and maintains the requirement for the Bidder to provide a firm price for the provision of the optional professional services.

QUESTION 48:

Page 15

1. Evaluation Procedures

(a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical evaluation criteria.

(b) An evaluation team composed of representatives of Canada and PPP Canada will evaluate the bids.

We understand that the evaluation team will not include any member of MTQ nor Infrastructure Québec. Please kindly confirm.

ANSWERS 48:

This is correct. The members of the evaluation team are all federal public servants or employees of a federal Crown corporation.

QUESTION 49:

Page 20

Criteritia MT-2

In addition, the Bidder must also provide the name and the title of up to a maximum of seven (7) Team Members including the Component Lead, for each Component.

We understand that the Customer wants to limit the number of people working on this mandate. Given the variable workload generated by the three components, would it be possible, while maintaining the maximum number of resources (21 +1), to allow some flexibility between the resources allocated to each component, depending workload?

To make further analysis of component 3, in particular to look at other alternatives of bridges and at different geometries for the insertion of the lanes reserved for buses or LRT, it takes more than 7 people.

ANSWER 49:

This was addressed in question/answer 33 of amendment 005.

QUESTION 50:

Page 22

For the purpose of the point rated technical criteria evaluation, "urban context" is considered an agglomeration of 500,000 residents or more.

This criterion is extremely limited for Canada.

Is circumvention of a large city considered as in an urban context?

ANSWER 50:

No. Urban context refers to work done in the agglomeration per say as the urban context adds significant complexities to the project. This type of complexities is found in the New Bridge for the St. Lawrence project. It should be noted that the experience can have been obtained anywhere in the world and that projects involving work in an urban context is considered an asset but is not mandatory.

QUESTION 51 :

Page 44

2 Former Public Servants Certification

Contracts with former public servants (FPS) in receipt of a pension or of a lump sum payment must bear the closest public scrutiny and reflect fairness in spending public funds. In order to comply with Treasury Board policies and directives on contracts with FPS, bidders must provide the information required below.

We understand that this provision applies only to Federal Employees. Please kindly confirm.

ANSWER 51:

Please refer to article 2. Former Public Servants Certification of the ATTACHMENT 1 to PART 5 CERTIFICATIONS PRECEDENT TO CONTRACT AWARD for detailed definitions.

QUESTION 52 :

Page 61

2.1 Component 1 - Input to Project Planning and Development of the Business Case

The Contractor will assist TC with overall integrated project planning and requisite Business Case and financial analysis leading to a procurement decision by the federal government. The Business Case will evaluate three delivery methods for the project: traditional, design-build and public-private partnership (P3) for the New Bridge Corridor. The Contractor will also provide advice to TC on the process for procuring the New Bridge Corridor and on possible financing and governance of some of the other federally-owned bridges in Montreal (the Jacques Cartier Bridge, the federal portion of the Honoré Mercier Bridge and the Melocheville Tunnel).

Given the provision for the cost analysis of the Bonaventure Bridge and Clément on page 83, should we conclude that these two facilities should be added to the list presented in section 2.1 on page 61 ?

ANSWER 52 :

The Bonaventure Expressway and the Clément Bridge are considered to be part of the New Bridge for the St. Lawrence Corridor and are therefore considered to be already included in section 2.1. Please refer to section 3.8.6 Element F - Bonaventure Expressway and the Clément Bridge of Annex A Statement of Work.

QUESTION 53:

Page 72

2) Tolling

a) for each structure, identify an approximate toll rate required to achieve breakeven revenues and costs;

b) compare toll rates identified in a) with toll rate of A-25, A-30 (if toll rates are made public in time) and others, and assess acceptability of required tolls for users; and,

c) based on the level of complexity analysis in (1) and the tolling analysis in a) and b), provide recommendations as to whether tolling each structure is a viable option.

a) Should profitability consider capital costs, operation, routine and periodic maintenance and rehabilitation?

b) Over what period the Client wishes to carry that analysis?

c) Will actual data traffic of the A-25 and the forecasts for the same project be made available by the client to assess the acceptability of tolls?

d) An important component of operating cost for tolls relates to activities generally called "Back Office". These activities can be shared with those of monitoring and assistance to users. Should we consider costs for these activities separately or not?

e) Will these activities be combined with those existing at JCCBI?

f) In this case, are those facilities having the capacity to accommodate new equipment? Will information on existing systems at JCCBI be provided? Should we examine this option or treat the project as a "stand alone project"?

g) Should there be interoperability between systems A-25, A-30 and new bridge over the St. Lawrence for the tolling system? Also, it seems dangerous to compare the toll of the A-25 and the one of the A-30 because the traffic type (pendular vs. transit) requires a very different type of toll.

The acceptability is affected, especially if it causes some congestion, however small.

ANSWER 53:

Answer a) Yes. However, all of the currently forecasted costs for the next ten years, as well as historical data will be made available to the Consultant.

Answer b) 35 years as this represents the most typical length for a PPP.

Answer c) TC is in the process of formalizing an agreement with MTQ to ensure that MTQ will provide the required data to the consultant retained by TC. For the preparation of proposals, the Bidders must consider that all the MTQ's data will be available. However, it should be noted that the Consultant is not required to assess the acceptability of tolls for A-25 and A-30. The tolls rates of A-25 and A-30 are considered to be a baseline of acceptable tolls in the Montreal area.

Answer d) should be assumed that all structures, including the New Bridge for the St. Lawrence will share the same "Back Office". Costs for the monitoring and assistance to users activities should be considered separately.

Answer e) JCCBI currently has only monitoring activities. The intent is not to combine the "back office" activities with JCCBI activities.

Answer f) This project should be considered a stand-alone project.

Answer g) The Contractor should use the assumptions that it deems appropriate when comparing tolls and assessing their acceptability for the different structures.

Interoperability should be considered. It is expected that the consultant, as part of its recommendations on tolling systems, will provide recommendations on interoperability.

QUESTION 54:

Page 76

The Contractor should take into consideration the opening of the new Highway 30 and its impact on the use of the New Bridge's Corridor, particularly for commercial traffic.

Can the Customer obtain from Transports Québec the Traffic forecasts of the A-30?

ANSWER 54:

Traffic forecast for A-30 is included in the agreement that is currently being finalized between TC and the MTQ and will therefore be available to the contractor. Bidders, for bid purposes, must assume that the agreement between TC and the MTQ will be concluded.

QUESTION 55:

Page 80

Evaluation of alternatives and concepts

-Evaluate the various structural design concepts for the new Nuns' Island Bridge and for the New Bridge for the St. Lawrence;

What does "evaluate" mean in this activity? Is it a cost estimate, a comparative evaluation of various concepts explored, an evaluation of the adequacy of each concept in terms of conditions of realization?

ANSWER 55:

"Evaluate", in this context, means a comparative evaluation of the various concepts explored and an evaluation of the adequacy of each concept in terms of the conditions of realization. The cost estimate must also be provided, but that is specified further in the Request for Proposals (see Section 5.3.6 of Annex A Statement of Work).

QUESTION 56:

Page 81

The Contractor will also have to discuss, identify and recommend if any other bridge design concepts not yet considered in depth in the pre-feasibility study should be further examined and evaluated in future phases of the design for the New Bridge for the St. Lawrence.

What are the next phases of design proposed by the Client? What will be the size of these phases to come? When these phases will they be announced?

ANSWER 56:

As we are in the early stages of the planning process for the New Bridge for the St. Lawrence and as part of the current RFP is to provide assistance to TC for the planning of the next phases of the project (refer to section 5.1.1 Component 1: Service 1 - Scoping of Tasks), it is not possible for Canada to answer this question at this time. However please refer to question/answer 57 concerning the current work to undertake under this contract on other bridge design concepts not yet considered in depth in the pre-feasibility study.

QUESTION 57:

Page 81

The Contractor will also have to discuss, identify and recommend if any other bridge design concepts not yet considered in depth in the pre-feasibility study should be further examined and evaluated in future phases of the design for the New Bridge for the St. Lawrence. This could include, but is not limited to, a cable-stayed or suspension bridge for the entire length of the bridge, a multi-level bridge or any other realistic concept that may be appropriate and expected provide additional benefits in the context of this project. The Contractor should identify the benefits and drawbacks of each supplemental recommended structural design concept and compare them to the structural design concepts retained in the pre-feasibility study and evaluated in this contract. This analysis should be presented in an interim report that will later be integrated into the Final Preliminary Design and Costing Report.

Customer should precisely define the structural concepts and it intends to limit the analysis to these concepts: otherwise, the bidder who has the most imagination in terms of options is penalized at the price of its bid, if he elects to measure a greater number of options or concepts.

In the pre-feasibility study of BCDE, there is also an option for a tunnel. Has this option been definitively rejected (there is no mention at all in this document)?

ANSWER 57 :

The option of a tunnel has definitively been rejected, as stated in Section 3.4 (Pre-feasibility Studies) of the Statement of Work, and should not be considered by the Contractor.

As stated in Section 5.3.4 of the Statement of Work, the Contractor will have to discuss, identify and recommend if any other bridge design concepts not yet considered in depth in the pre-feasibility study should be further examined and evaluated in future phases of the design for the New Bridge for the St. Lawrence. The Contractor should identify the benefits and drawbacks of each supplemental recommended structural design concept and compare them to the structural design concepts retained in the pre-feasibility study and evaluated in this contract.

With regards to the number of additional concepts for which the Contractor should provide advice, Canada has, as a result of this question, decided to limit the number of concepts that will be considered to a total of eight (8) to ensure that all bidders understand the same requirements. The eight (8) concepts will therefore be chosen following discussions and as agreed upon between Transport Canada and the Contractor, and hence will not be chosen solely at the Contractor's discretion.

More specifically, Transport Canada requires that the Contractor advise, within two (2) months of this contract, on the appropriateness of the following three (3) concepts for the New Bridge for the St. Lawrence structure:

1. Suspension bridge for the entire length of the bridge
2. Cable-stayed bridge for the entire length of the bridge
3. Multi-level bridge for the entire length of the bridge

The analysis of concepts 1 through 3 above should be presented within two (2) months of this contract in an interim report that will later be integrated into the Final Preliminary Design and Costing Report.

Also, the Contractor will be asked to advise on the appropriateness of five (5) additional concepts, for a total of eight (8) as discussed above. Transport Canada and the Contractor will agree on the selection of the additional five (5) concepts to be briefly assessed. The analysis and results for these five (5) concepts should be presented to Transport Canada in the Final Preliminary Design and Costing Report.

To summarize, the Bidder should include in his bid the level of effort for a brief overview and assessment of a total of eight (8) concepts throughout the contract period. These concepts do not include those already studied in the pre-feasibility studies. Transport Canada estimates that the scope of work and level of effort for the brief overview and assessment should be similar for each of the eight (8) concepts. This work is expected to be only a simple overview of the relevance for Transport Canada to conduct further analysis, such as costing, of any of the eight (8) concepts.

For greater clarity, Canada is removing any costing activities for the 8 concepts from this contract.

Section 5.3.4 of the Statement of Work has been amended to reflect these clarifications.

Section 5.3.6 of the Statement of Work has been amended to remove the requirement of providing an overview of expected costs for these additional concepts.

Please refer to section 2.1 of Amendment 006.

QUESTION 58:

Page 81

Construction

The Contractor will have to address the construction methodologies and difficulties for all elements of the New Bridge Corridor, such as but not limited to:

" Identify the preferred construction methods for the new Nuns' Island Bridge, considering then various phasing scenarios and different alignment/geometry options;

" Identify the preferred construction methods for the New Bridge for the St. Lawrence, considering any restrictions related to the Seaway operations;

Construction methods generally belong to the builder and it is in the interest of the client to allow him this flexibility, since the creativity of these methods is an element of competition between builders. Wouldn't it be better to have the customer identify the constraints and limits of intervention and allow builders to use methods that respect these limits and constraints?

ANSWER 58:

The current RFP is to establish a Public Sector Comparator and to prepare a business case for the project. In order to do so, Canada and its consultant must be in a position to evaluate the costs related to the project as accurately as possible. It is Canada's view that in order to estimate the construction costs; it must based its estimate on a preferred method of construction as well as preferred alignments. These recommendations are not intended to be used for actual construction of the new Bridge Corridor.

QUESTION 59 :

clarification re definition of "the company" .

Amendment 1 page 7 of 9 under 1.1.1 Mandatory Technical Criteria states:

For mandatory requirements (MT-3, MT-6, MT-7 and MT-8) listed below, the Bidder and its proposed resource(s) should demonstrate using project descriptions which include:

- a) Description of experience;
- b) Time frame in date & total months of detailed experience (ex: Jan 2005 to Jan 2006 - 12 months);
- c) Name of the company where the proposed resource worked during the time of the project;
- d) Name, phone number and/or email of reference (must be from companies in c) above).

Canada reserves the right to contact those in charge of the projects submitted by the Bidder to validate the information provided in the project summaries. Failure to provide contact information of client reference could lead to the bids declared non-responsive.

For requirement c) and d) could the Crown please clarify the definition of "the company"? Is "the company" the employer of the resource? Or is "the company" the client(s) of the employer/resource?

While we respect the Crown's need to have available client contact information during the evaluation period, if "the company" is defined as the client(s) of the employer/resource, the number of client contacts required to satisfy the requirements is quite onerous (XX estimated number of clients needed to demonstrate 10 years non-overlapping time... 20? 50?) and we request that the Crown reconsider the need to contact all of these individuals during the course of the evaluation period. This significantly adds to the effort required for this response as typically the clients will have to be contacted to have the information validated and approved to include in the proposal. As an alternative, we wish to request a representation of 2 client references which are most relevant to this requirement for each proposed resource.

ANSWER 59:

The "company" refers to the employer of the resource. This was addressed in question/answer 37 of Amendment no 5.

QUESTION 60 :

Question: Project Management

Throughout the RFP there are numerous references as to the role of the Project Co-ordinator, and then Component Leads and Team Members for each of the Components. We strongly believe that there should be a separate, and distinct, requirement and acknowledgement that there be a Project Manager who would report to the Project Co-ordinator. Under the current requirements of the RFP we can only deal with this by placing the Project Manager on each of the three components and we do not want to do that as it will eliminate one Team position from each Component Team.

We therefore ask Transport Canada to consider the following:

1. Having the Project Management function as a clearly defined requirement,
2. That one resource be shown for this,
3. That the Project Management function / resource not reside (and be repeated) in each of the 3 Component parts but rather that it crosses all three Component parts or be an additional part of the Project Co-ordinator function as in Project Co-ordinator and Project Manager (and that these should be two different resources).

ANSWER 60:

The Bidder can, at his discretion, assign positions other than those included in the Team consisting of a maximum of seven (7) resources for Component 1 and 2 and a maximum of ten (10) resources for component 3. Hence, the Bidder can assign, if he wishes to do so, a Project Manager who would report to the Project Coordinator. It should be noted that more than seven (7) resources for Component 1 & 2 and more than ten (10) resources for Component 3 can be assigned, but only seven (7) Team Members for Component 1 & 2 and only ten (10) Team Members for Component 3 must be named and presented to Canada in the Bidder's proposal. Only the chosen named resources will be evaluated.

QUESTION 61:

Page 9 of 95: Part 3 – Bid Preparation Instructions; Section 1. Will Transport Canada please confirm that DVDs and not CDs are required for the soft copy submissions?

ANSWER 61:

DVDs, CDs and USB devices are accepted. Part 3 – Bid Preparation Instructions; Section 1 will be amended accordingly. Please refer to article 2.2 of Amendment 006.

QUESTION 62:

MT-1 and RT-2.1:

In reference to projects that must be presented for Component 1 (either in MT-1 or RT-2.1), you mention that "The bidder must provide projects that have reached completion or for which construction has started". While this request is understandable for T&R and engineering advisors involved in Components 2 and 3, typical advisors for Component 1 are not usually involved in the construction phases given Component 1 role is usually with regard to the development of Business Case, Procurement and Project finance.

Given the above, for Component 1, can we submit examples of infrastructure projects for which the business case has been completed, but for which the construction has not started yet?

ANSWER 62:

This was addressed in question/answer 43 of Amendment no 5.

QUESTION 63:

MT-5:

You require the bidder to " demonstrate that at least 1 resource assigned to Component 2 team has prepared T&R forecasts that were used to leverage financing that must not be less that \$100 million..."

You also require a total of 3 projects that must be presented.

Can you please clarify this criteria:

" Do we have to present 3 different projects completed by a same resource?

" Can we present 3 projects that have been done by 2 resources of component 2 (for example: resource 1 has done project 1 and 2 and resource 2 has done project 3)?

ANSWER 63:

The three (3) traffic and revenue forecast projects presented do not have to have been completed by the same one resource. The Bidder can present projects that have been done by different resources. It should be reminded that the resources that are presented as having completed the traffic and revenue forecasts must also be part of the up to seven (7) resources assigned to the Team.

QUESTION 64:

On page 86 (section 6- Deliverables):

There is an information missing in the table on the line "Summary of value-for-Money assessment".

Can we assume that estimated end date is "within 15 months of contract award"?

ANSWER 64:

The missing information is "Within 15 months of contract award". The Request for Proposals has been amended accordingly. Please refer to article 2.3 of Amendment 006.

Solicitation No. - N° de l'invitation

T8010-110163/A

Client Ref. No. - N° de réf. du client

T8010-11-0163

Amd. No. - N° de la modif.

006

File No. - N° du dossier

QCL-1-34891

Buyer ID - Id de l'acheteur

qc1034

CCC No./N° CCC - FMS No/ N° VME

QUESTION 65:

After reading the documents, we see that there are a number of possible study scenarios. It will therefore be difficult to compare contractors when evaluating the bid packages. Furthermore, because concurrent studies are being conducted and information on these studies is not available in order to determine a lump-sum price, we ask that you clarify Transport Canada's expectations or change the basis of payment from a lump sum to a unit price or hourly rate.

The project may involve the study of a number of scenarios for the main bridge (bridge with six lanes, eight lanes, LRT, BRT and/or bike path; cable-stayed bridge; more traditional structure; the use of the ice control structure or not, etc.). There are also many options for the Nuns' Island bridge, its approaches and Highway 15. It is risky to submit a lump-sum bid with so many options to analyse without compromising on the quality of the deliverables, unless you clarify your requirements and limit the number of options.

At this stage of a project of this magnitude, when some elements have yet to be defined and where the point of such a study is to define these elements, an hourly rate for the basis of payment seems more appropriate and would allow the owner to examine various scenarios without the quality of the final deliverable being reduced or compromised.

ANSWER 65:

The project does, indeed, involve the study of a number of scenarios for the main bridge, the Nuns' Island bridge and Highway 15. However, the requirements and options to be considered have already been specified—they are the ones that were selected in the prefeasibility studies (which are all available to bidders) and are referred to in the call for proposals documents. Furthermore, none of the concurrent studies will have an impact on the services to be provided under this contract. Canada is therefore of the opinion that the bidders have sufficient information about the options to be studied and that, after reviewing the available information, they will be able to quantify the level of effort needed to provide the services required under this contract. Furthermore, Canada will maintain its requirement for a lump-sum bid.

2. AMENDMENT NO 6

2.1 Other bridge design concepts

2.1.1 At Annex A Statement of Work, section 5.3.4 Component 3: Service 3 - Technical Analysis at page 81 of 95

Please delete:

The Contractor will also have to discuss, identify and recommend if any other bridge design concepts not yet considered in depth in the pre-feasibility study should be further examined and evaluated in future phases of the design for the New Bridge for the St. Lawrence. This could include, but is not limited to, a cable-stayed or suspension bridge for the entire length of the bridge, a multi-level bridge or any other realistic concept that may be appropriate and expected provide additional benefits in the context of this project. Then Contractor should identify the benefits and drawbacks of each supplemental recommended structural design concept and compare them to the structural design concepts retained in the pre-feasibility study and evaluated in this contract. This analysis should be presented in an interim report that will later be integrated into the Final Preliminary Design and Costing Report.

And insert:

The Contractor will also have to discuss, identify and recommend if any other bridge design concepts not yet considered in depth in the pre-feasibility study should be further examined and evaluated in future phases of the design for the New Bridge for the St. Lawrence. The Contractor should identify the benefits and drawbacks of each supplemental recommended structural design concept and compare them to the structural design concepts retained in the pre-feasibility study and evaluated in this contract.

More specifically, Transport Canada requires that the Contractor advise, within two (2) months of this contract, on the appropriateness of the following three (3) concepts for the New Bridge for the St. Lawrence structure:

- 1. Suspension bridge for the entire length of the bridge***
- 2. Cable-stayed bridge for the entire length of the bridge***
- 3. Multi-level bridge for the entire length of the bridge***

The analysis of concepts 1 through 3 above should be presented within two (2) months of this contract in an interim report that will later be integrated into the Final Preliminary Design and Costing Report.

Also, the Contractor may be asked to advise on the appropriateness of up to another five (5) additional concepts, for a total of eight (8). Following discussions, Transport Canada and the Contractor will agree on the selection of the additional five (5) concepts. The analysis and results of these supplemental five (5) concepts should be presented to Transport Canada in the Final Preliminary Design and Costing Report.

2.1.2 At Annex A Statement of Work, section 5.3.6 Component 3: Service 5 - Cost Analysis

Please delete:

For the New Bridge for the St. Lawrence, the Contractor will also have to provide an overview of the expected costs for any of the additional bridge structural design concepts recommended, comparatively to the concepts retained in the Pre-feasibility Study Concerning the Replacement of the Existing

Champlain Bridge and further evaluated in this contract. This analysis will be presented in an interim report that will later be integrated into the Final Preliminary Design and Costing Report.

2.2 Part 3 – Bid Preparation Instructions; Section 1

At Part 3 – Bid Preparation Instructions, 1. Bid Preparation Instructions

Please delete:

Canada requests that bidders provide their bid in separately bound sections as follows:

Section I: Technical Bid (5 hard copies and 5 soft copies on DVD);

Section II: Financial Bid (2 hard copies and 2 soft copies on DVD); and

Section III: Certifications(2 hard copies).

and insert

Canada requests that bidders provide their bid in separately bound sections as follows:

Section I: Technical Bid (5 hard copies and 5 soft copies on DVD **or CD or USB device**);

Section II: Financial Bid (2 hard copies and 2 soft copies on DVD **or CD or USB device**); and

Section III: Certifications(2 hard copies).

2.3 Annex A Statement of Work, section 6. DELIVERABLES

At Annex A Statement of Work, section 6. DELIVERABLES, Table 3: Deliverables for Mandatory Services, Service 3 - Summary of value-for-money assessment

Insert the Estimated End Date

Milestone	Estimated End Date	Specification
Summary of value-for-money assessment	<i>Within 15 months of contract award</i>	Electronic format, Bilingual (*)

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.