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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  
601-1550, Avenue d'Estimauville  
Québec  
Québec  
G1J 0C7

<b>Title - Sujet</b> Voie contournement Lac-Mégantic	
<b>Solicitation No. - N° de l'invitation</b> T8015-190041/A	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b>	<b>Date</b> 2020-05-15
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$QCM-023-17909	
<b>File No. - N° de dossier</b> QCM-9-42126 (023)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-06-01</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Heure Avancée de l'Est HAE
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Hamann, Frédéric	<b>Buyer Id - Id de l'acheteur</b> qcm023
<b>Telephone No. - N° de téléphone</b> (418) 929-6277 ( )	<b>FAX No. - N° de FAX</b> (418) 648-2209
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

## AMENDMENT 003

### TITLE: Lac-Mégantic Bypass (LMB) Project

Included in the present amendment:

1. Amendment of the lines relating to the Civil Engineer (Railway) and the Environmental Specialist in the table at article 4.1.1.2.2.1.
2. Amendment of the line relating to the Civil Engineer (Railway) in the table at article 4.1.1.2.2.2
3. Amendment of articles 12.3.4 – Environmental Specialist, in Annex A
4. Questions and answers 12 to 25

### Amendments to solicitation T8015-190041/A

#### Amendment of the lines relating to the Civil Engineer (Railway) and the Environmental Specialist in the table at article 4.1.1.2.2.1.

The line relating to the Civil Engineer (Railway) in the table at article 4.1.1.2.2.1 is modified as follows:

<b>Civil Engineer (Railway)</b> (ref. Statement of Work, para. 12.3.2)	The Civil Engineer (Railway): <ul style="list-style-type: none"><li>• Is an engineer in good standing with the OIQ;</li><li>• Has a minimum of fifteen (15) years of relevant experience in engineering and/or rail project management. This experience must have been acquired on major design <b>and/or</b> project management on railway engineering and/or railway construction (railway, railway bridge) projects; and</li><li>• Must be fluently bilingual, spoken and written (French and English).</li></ul>
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The line relating to the Environmental Specialist in the table at article 4.1.1.2.2.1 is modified as follows:

<b>Environmental Specialist</b> (ref. Statement of Work, para. 12.3.4)	The Environmental Specialist: <ul style="list-style-type: none"><li>• Holds a Bachelor's degree in a relevant field, such as a Bachelor of Biology;</li><li>• Has a minimum of fifteen (15) years of relevant experience coordinating major environmental-related roads <b>and/or</b> bridges <b>and/or railway</b> projects, including ten (10) years of experience acquired in a provincial and federal regulatory environment in Quebec; and</li><li>• Must be fluently bilingual, spoken and written (French and English).</li></ul>
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#### Amendment of the line relating to the Civil Engineer (Railway) in the table at article 4.1.1.2.2.2.

The line relating to the Civil Engineer (Railway) in the table at article 4.1.1.2.2.1 is modified as follows:

<b>Civil Engineer (Railway)</b>	<ul style="list-style-type: none"><li>• The submitted projects must be major railway engineering projects with a total value (fees and construction costs) of at least \$25M each <del>and</del> where the Civil Engineer (Railway) assumed the designer role.</li></ul>
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**Amendment of articles 12.3.4 – Environmental Specialist, in Annex A**

The first paragraph of Article 12.3.4 in Annex A is amended as follows

The Environmental Specialist should have a minimum of fifteen (15) years of relevant experience in coordinating environmental activities in major road and/or bridge and/or railway projects. Of these, ten (10) years of experience should have been acquired in Quebec in the provincial and federal regulatory context.

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**#QUESTIONS AND ANSWERS 12 to 25:**

**Question 12:**

In Annex A – Statement of Work, article 9 on page 48 of 86 entitled “Scope of the Work”, gives the impression that the CMQR will be delivering the project through a procurement model that falls under Design-Bid-Build system or similar.

Can this be confirmed?

**Answer 12:**

No  
CMRQ is responsible for plans and specifications and the construction of infrastructure.  
We cannot assume the CMQR procurement model.

**Question 13:**

In Annex A – Statement of Work, article 9 on page 49 of 86 entitled “Scope of Work” lists amongst others things that one of the responsibilities of the Crown Engineer is:

“Reviewing and commenting on all relevant documents related to the LMB project, including contract documents and related reference documents, technical data, warranties and the Owner Engineer’s technical proposal”.

Although this is not explicitly mentioned within this RFP document, can we assume that the Crown Engineer will also be responsible for reviewing the technical proposal and contract documents for the construction contractor as well?

**Answer 13:**

The specific technical activities to be performed, for Canada, by means of task authorization are not limited to the list.

As this is a task authorization contract, this task may be requested.

**Question 14:**

Is the overall timeline for the procurement of an Owner's Engineer (OE) currently known and if so can that timeline be provided?

**Answer 14:**

At this time, this overall timeline is unknown

**Question 15:**

Article 11, in annex A of the RFP, provides approximate dates for the Construction of the LMB for 2021-2023

Chapter 3 of the BAPE report (#349) provides a timeline for the Construction (Phase 4) from May 2021-October 2022, thus reaching the Commissioning/Operation milestones sooner.

Can you confirm if the schedule in the RFP takes precedence?

**Answer 15:**

The schedule, in Article 11 of Annex A, gives approximate dates provided in good faith.

Suppliers should consider the dates in Article 11 of Annex A to be our best estimate of the project schedule at present.

The dates presented in section 11 of Appendix A may be brought forward or delayed.

**Question 16:**

In Annex A – Statement of Work, article 11 on page 55 of 86 entitled "LMB Project Schedule" indicates that a Final Preliminary Project Report (Phase 2)" is expected to be completed in Spring 2020.

Can you confirm if this report is available and if so, please provide a copy as reference?

**Answer 16:**

The report is not yet available

**Question 17:**

What information should be provided in Section IV: Additional Information?

**Answer 17:**

Please refer to the most recent amendment to article 4.3 "Submission requirement - Checklist" (see amendment 002 of the RFP)

**Question 18:**

In which section would you like to find the CVs of key people?

**Answer 18:**

The CVs must be annexed to the technical proposal.

**Question 19:**

Is dismantling the responsibility of CMQR?

**Answer 19:**

For the moment, it is planned that the dismantling of the rails will be done by CMQR and that the rest of the dismantling will be the responsibility of Canada. Please note that changes may occur between now and the start of the dismantling.

**Question 20:**

Do you have an exhaustive and evolving list of all the stakeholders associated with the project? If so, can you share it?

**Answer 20:**

This list does not currently exist.

**Question 21:**

On page 14, he is entered for the railway civil engineer: "[...] have been acquired on major design and project management on [...]". Should we read "or" instead of "and"? On page 16, it says "[...]" where the railway civil engineer assumed the role of designer. "

**Answer 21:**

Please see the modifications to articles 4.1.1.2.2.1 and 4.1.1.2.2.2 above.

**Question 22:**

Due to the health emergency caused by COVID-19, we are working remotely. Since the preparation of this offer requires significant coordination and we want to be able to submit a competitive and quality offer that meets your needs, is it possible to obtain a deposit deferral for three weeks? In these unusual circumstances, it would help us a lot.

**Answer 22:**

We are closely monitoring the situation regarding COVID-19, but we do not plan to postpone the submission date for services offers.

**Question 23:**

Does the bidder by submitting the proposal for Phase 1 also commit to Phases 2 and 3?

**Answer 23:**

By submitting a bid, a supplier also commit to optional phases 2 and 3.

As stated in section 7.1.1: "The Contractor grants to Canada the irrevocable options to acquire services of Phase 2 Construction & Commissioning and services of Phase 3 – Dismantling & Site Remediation under the same conditions and at the rates stated in the Contract."

**Question 24:**

We understand very well that the allocated budget including expenses is currently limited to \$ 620,000. However, based on article 7.9.2 and the answer to question 3, our understanding is that, with the exception of the rejection criterion in the event of an average price 25% above the average, the mandate will be awarded to the Bidder with the highest score, even if the bid for phase 1 exceeds \$620,000. Is our understanding correct?

**Answer 24:**

It is important to distinguish between the evaluated amount of the bid and the Limitation of Expenditure of \$620,000 indicated in part 7 - Resulting Contract Clauses.

The amount of \$ 620,000, indicated in Part 7, corresponds to the amount not to be exceeded under the contract. This amount could be modified if phase 2 (optional) and phase 3 (optional) are exercised.

The winning bid could theoretically be evaluated at a higher amount of \$ 620,000 for phase 1.

**Question 25:**

In the requirement for the environmental specialist, it is specified that he must have relevant experience related to major road and bridge projects. Since railway projects are not mentioned in the description, can you please confirm if this requirement also includes railways projects?

**Answer 25:**

Rail projects will also be considered

Please see, above, the amendments to articles 4.1.1.2.2.1 and 12.3.4 of annex A.

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\*\*\* ALL OTHER CLAUSES AND CONDITIONS REMAIN UNCHANGED \*\*\*