

Addendum RFP-4
Issued April 12, 2005

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RFP-4.5	1	2.7.2	<p>2.7.2 Concession Agreement Finalization</p> <p>In April, 2005, each Proponent is invited to provide a mark-up of the Revised Concession Agreement identifying a final set of Proposed Amendments. All Proposed Amendments to the Revised Concession Agreement must be submitted to the Contact Person and must be in the form of a mark-up of the Revised Concession Agreement, including specific proposed substitute or additional wording, where applicable, and be accompanied by an explanatory memorandum.</p> <p>The Province will review each Proponent's mark-up and has scheduled Workshop C to provide a forum of discussion with Proponents regarding the Revised Concession Agreement. This Workshop will take place in early April, 2005 as set out in Section 1.6. If no Proposed Amendments are received from a Proponent by the end of April, 2005, the Province is entitled to assume that neither the Proponent nor its Funders have any further comments with respect to the Revised Concession Agreement.</p> <p>The Province intends to issue an Addendum to the RFP in early May, 2005, which will provide the form of Concession Agreement that will include all Proposed Amendments that are acceptable to the Province and all other amendments which the Province, in its discretion, may make (the "Definitive Concession Agreement"). It is the intention of the Province to finalize negotiations with respect to the Concession Agreement during the Consultation and Selection Process so that the Definitive Concession Agreement, once issued, can be executed by the Preferred Proponent without further material negotiation. The Definitive Concession Agreement, without amendment, is to be used by the Proponents as the basis for their Proposal.</p>	<p>2.7.2 Concession Agreement Finalization</p> <p>In April, 2005, each Proponent is invited to provide a mark-up of the Revised Concession Agreement identifying a final set of Proposed Amendments. All Proposed Amendments to the Revised Concession Agreement must be submitted to the Contact Person and must be in the form of a mark-up of the Revised Concession Agreement, including specific proposed substitute or additional wording, where applicable, and be accompanied by an explanatory memorandum or matrix of comments.</p> <p>The Province will review each Proponent's mark-up and has scheduled Workshop C to provide a forum of discussion with Proponents regarding the Revised Concession Agreement. This Workshop will take place in early April, 2005 as set out in Section 1.6. If no Proposed Amendments are received from a Proponent by the end of April 27, 2005, the Province is entitled to assume that neither the Proponent nor its Funders have any further comments with respect to the Revised Concession Agreement.</p> <p>The Province intends to issue an Addendum to the RFP in early May, 2005, which will provide the form of Concession Agreement that will include all Proposed Amendments that are acceptable to the Province and all other amendments which the Province, in its discretion, may make (the "Definitive Concession Agreement"). It is the intention of the Province to finalize negotiations with respect to the Concession Agreement during the Consultation and Selection Process so that the Definitive Concession Agreement, once issued, can be executed by the Preferred Proponent without further material negotiation. The Definitive Concession Agreement, without amendment, is to be used by the Proponents as the basis for their Proposal.</p>
RFP-4.6	1	4.2.1	<p>4.2.1 Closing Time and Closing Location for Proposals</p> <p>Proposals must be received at the following address (the "Closing Location"), addressed to the Contact Person before 2:00 p.m. local Vancouver time on Wednesday, June 15, 2005 (the "Closing Time").</p>	<p>4.2.1 Closing Time and Closing Location for Proposals</p> <p>Proposals must be received at the following address (the "Closing Location"), addressed to the Contact Person before 2:00 p.m. local Vancouver time on Wednesday Thursday, June 1530, 2005 (the "Closing Time").</p>
RFP-4.7	1	Appendix 1C 2.3	<p>2.3 Original Service Period Availability & Safety Payments</p> <p>The Concessionaire will receive Availability & Safety Payments for services provided during the Original Service Period.</p> <p>The maximum Original Service Period Availability & Safety Payment for each year of the Original Service Period will be the gross annual figure proposed by the Concessionaire in its Proposal, less Unavailability Deductions and Traffic Disruption Charges for that year.</p> <p>If the Original Service Period Availability & Safety Payment for a year is a negative amount, it will be treated as zero.</p>	<p>2.3 Original Service Period Availability & Safety Payments</p> <p>The Concessionaire will receive Availability & Safety Payments for services provided during the Original Service Period.</p> <p>The maximum Original Service Period Availability & Safety Payment for each year of the Original Service Period will be the gross annual figure proposed by the Concessionaire in its Proposal, less Unavailability Deductions and Traffic Disruption Charges for that year. The Original Service Period Availability & Safety Payment and Unavailability Deductions and Traffic Disruption Charges will be indexed at the rate proposed by the Concessionaire in its Proposal.</p> <p>If the Original Service Period Availability & Safety Payment, less Unavailability Deductions and Traffic Disruption Charges, for a year is a negative amount, it will be treated as zero.</p>

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RFP-4.8	1	Appendix 1D 1.6	1.6 "Closing Time" means before 2:00 p.m. Vancouver time on May 12 th , 2005 or such other date or time as may be designated by the Province from time to time in writing as the Closing Time or such other time as may be prescribed in the RFP.	1.6 "Closing Time" means before 2:00 p.m. Vancouver time on May 12th June 30 , 2005 or such other date or time as may be designated by the Province from time to time in writing as the Closing Time or such other time as may be prescribed in the RFP.																																																				
RFP-4.9	1	Appendix 1D Schedule II 3.1	... <table border="1"> <thead> <tr> <th>DATE</th> <th>DELIVERABLE</th> </tr> </thead> <tbody> <tr> <td>Mid- November 2004</td> <td>Proponents' submit proposed agenda items</td> </tr> <tr> <td>Last week in November 2004</td> <td>Agenda for Workshop A issued</td> </tr> <tr> <td>Early December 2004</td> <td>Workshop A Topics to include: o Risk Allocation o Technical Issues</td> </tr> <tr> <td>2nd week in February 2005</td> <td>Agenda for Workshop B issued</td> </tr> <tr> <td>Late February 2005</td> <td>Workshop B Topics to include: o Proponents Comments on Concession Agreement o Financial Issues</td> </tr> <tr> <td>March 2, 2005</td> <td>Proponents submit mark-up/drafted solutions/Proposed Amendments to the Draft Concession Agreement</td> </tr> <tr> <td>Late March 2005</td> <td>Issue to Proponents: o Revised Concession Agreement</td> </tr> <tr> <td>Last Week in March 2005</td> <td>Agenda for Workshop C issued</td> </tr> <tr> <td>Early April 2005</td> <td>Workshop C Topics to include: o Revised Concession Agreement</td> </tr> <tr> <td>April 2005</td> <td>Proponents submit mark-up/drafted solutions/Proposed Amendments to the Revised Concession Agreement</td> </tr> <tr> <td>Early May 2005</td> <td>Issue to Proponents: o Definitive Concession Agreement</td> </tr> <tr> <td>June 15, 2005</td> <td>Closing Time for Proposals</td> </tr> </tbody> </table>	DATE	DELIVERABLE	Mid- November 2004	Proponents' submit proposed agenda items	Last week in November 2004	Agenda for Workshop A issued	Early December 2004	Workshop A Topics to include: o Risk Allocation o Technical Issues	2 nd week in February 2005	Agenda for Workshop B issued	Late February 2005	Workshop B Topics to include: o Proponents Comments on Concession Agreement o Financial Issues	March 2, 2005	Proponents submit mark-up/drafted solutions/Proposed Amendments to the Draft Concession Agreement	Late March 2005	Issue to Proponents: o Revised Concession Agreement	Last Week in March 2005	Agenda for Workshop C issued	Early April 2005	Workshop C Topics to include: o Revised Concession Agreement	April 2005	Proponents submit mark-up/drafted solutions/Proposed Amendments to the Revised Concession Agreement	Early May 2005	Issue to Proponents: o Definitive Concession Agreement	June 15, 2005	Closing Time for Proposals	... <table border="1"> <thead> <tr> <th>DATE</th> <th>DELIVERABLE</th> </tr> </thead> <tbody> <tr> <td>Mid- November 2004</td> <td>Proponents' submit proposed agenda items</td> </tr> <tr> <td>Last week in November 2004</td> <td>Agenda for Workshop A issued</td> </tr> <tr> <td>Early December 2004</td> <td>Workshop A Topics to include: o Risk Allocation o Technical Issues</td> </tr> <tr> <td>2nd week in February 2005</td> <td>Agenda for Workshop B issued</td> </tr> <tr> <td>Late February 2005</td> <td>Workshop B Topics to include: o Proponents Comments on Concession Agreement o Financial Issues</td> </tr> <tr> <td>March 2, 2005</td> <td>Proponents submit mark-up/drafted solutions/Proposed Amendments to the Draft Concession Agreement</td> </tr> <tr> <td>Late March 2005</td> <td>Issue to Proponents: o Revised Concession Agreement</td> </tr> <tr> <td>Last Week in March Early April 2005</td> <td>Agenda for Workshop C issued</td> </tr> <tr> <td>Early April 2005</td> <td>Workshop C Topics to include: o Revised Concession Agreement</td> </tr> <tr> <td>April 27, 2005</td> <td>Proponents submit mark-up/drafted solutions/Proposed Amendments to the Revised Concession Agreement</td> </tr> <tr> <td>Early May 2005</td> <td>Issue to Proponents: o Definitive Concession Agreement</td> </tr> <tr> <td>June 1530, 2005</td> <td>Closing Time for Proposals</td> </tr> </tbody> </table>	DATE	DELIVERABLE	Mid- November 2004	Proponents' submit proposed agenda items	Last week in November 2004	Agenda for Workshop A issued	Early December 2004	Workshop A Topics to include: o Risk Allocation o Technical Issues	2 nd week in February 2005	Agenda for Workshop B issued	Late February 2005	Workshop B Topics to include: o Proponents Comments on Concession Agreement o Financial Issues	March 2, 2005	Proponents submit mark-up/drafted solutions/Proposed Amendments to the Draft Concession Agreement	Late March 2005	Issue to Proponents: o Revised Concession Agreement	Last Week in March Early April 2005	Agenda for Workshop C issued	Early April 2005	Workshop C Topics to include: o Revised Concession Agreement	April 27 , 2005	Proponents submit mark-up/drafted solutions/Proposed Amendments to the Revised Concession Agreement	Early May 2005	Issue to Proponents: o Definitive Concession Agreement	June 15 30 , 2005	Closing Time for Proposals
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RFP-4.10	1	Appendix 1F 4.2.2	4.2.2 Price Proposal Submission Requirements	<p>4.2.2 Price Proposal Submission Requirements</p> <p>... The indexation factor proposed by Proponents in the table below will be applied to both payments and deductions for that contract year, in accordance with Schedule 10 of the Concession Agreement.</p> <table border="1"> <thead> <tr> <th colspan="3">Original Service Period Performance Payment</th> </tr> <tr> <th>Availability & Safety Payments</th> <th>Period within the Original Service Period</th> <th>Payment to escalate by proportion of inflation (Acceptable Range 0-20%)</th> </tr> </thead> <tbody> <tr> <td></td> <td>Year 1</td> <td>[●] % of inflation</td> </tr> <tr> <td></td> <td>Year 2</td> <td>[●] % of inflation</td> </tr> <tr> <td></td> <td>Year 3</td> <td>[●] % of inflation</td> </tr> <tr> <td></td> <td>Year 4</td> <td>[●] % of inflation</td> </tr> <tr> <td></td> <td>Year 5 or above</td> <td>[●] % of inflation</td> </tr> </tbody> </table>	Original Service Period Performance Payment			Availability & Safety Payments	Period within the Original Service Period	Payment to escalate by proportion of inflation (Acceptable Range 0-20%)		Year 1	[●] % of inflation		Year 2	[●] % of inflation		Year 3	[●] % of inflation		Year 4	[●] % of inflation		Year 5 or above	[●] % of inflation
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RFP-4.11	1	Appendix 1F 4.2.4	<p>9. Demolition and Removals</p> <p>Removal of Existing Pavement</p> <p>Demolition of Existing Park Bridge Structure</p> <p>All other removals</p>	<p>9. Demolition and Removals</p> <p>The Concessionaire should only list the capital costs of demolition of the existing Park Bridge structure and removal of existing pavement only to the extent where its design and construction of the New Highway make it necessary to do so. Capital costs should include only those portions of demolition and removal required.</p> <p>Removal of Existing Pavement</p> <p>Demolition of Existing Park Bridge Structure</p> <p>All other removals</p>																					
RFP-4.12	1	Appendix 1F 4.3.7	<p>4.3.7 Structure of the Financial Model</p> <p>...</p> <p>p) all financial instruments must be priced as at the close of the business day May 15, 2005.</p>	<p>4.3.7 Structure of the Financial Model</p> <p>...</p> <p>p) all financial instruments must be priced as at the close of the business day May 1531, 2005.</p>																					

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	Volume #	Section #		
RFP-4.13	1	Appendix 1F 6.1	<p>6.1 Organization Structure</p> <p>...</p> <p>The organization chart(s) and supporting documentation will:</p> <ul style="list-style-type: none"> • Provide details of the reporting requirements and proposed interfaces with the Province; • Provide details of all reporting relationships of the following listed functions: <p>...</p> <p>The organization chart(s) will identify the individuals directly responsible for signing-off on each of the above functions.</p> <p>In all cases, the subcontracted firms and individuals, including construction subcontractors, must be shown on the organization chart(s) and their reporting relationships with the Proponent described.</p>	<p>6.1 Organization Structure</p> <p>...</p> <p>The organization chart(s) and any appropriate supporting documentation will provide:</p> <ul style="list-style-type: none"> • Provide details of the reporting requirements and proposed interfaces with the Province; and • Provide details of all reporting relationships for of the following listed functions: <p>...</p> <p>The organization chart(s) will identify the individuals directly responsible for signing-off on each of the above functions.</p> <p>In all cases, the subcontracted firms and individuals, including construction subcontractors, must be shown on the organization chart(s) and their reporting relationships with the Proponent described.</p>
RFP-4.14	1	Appendix 1F 6.3	<p>6.3 Co-ordination of Work</p> <p>The Proponent shall provide the following information on co-ordination of its work activities:</p> <ul style="list-style-type: none"> • the Proponent's plan to integrate work by others into its DBFO Project scheduling and reporting systems; • the Proponent's approach to re-scheduling of its own activities as well as the activities of the subcontractor's to achieve recovery of the schedule if required; and • the Proponent's proposed plans to enforce rescheduling the work of its subcontractors. 	<p>6.3 Co-ordination of Work</p> <p>The Proponent shall provide the following information on co-ordination of its work activities and how it will integrate its work activities with the Phase 1 contractor or other contractors that may be working in the area.:</p> <ul style="list-style-type: none"> • the Proponent's plan to integrate work by others into its DBFO Project scheduling and reporting systems; • the Proponent's approach to re-scheduling of its own activities as well as the activities of the subcontractor's to achieve recovery of the schedule if required; and • the Proponent's proposed plans to enforce rescheduling the work of its subcontractors.

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.15	1	Appendix 1F 7.	<p>7. Quality Management and Reporting</p> <p>The Technical Submission must include a written description of how the Proponent will develop a quality management plan describing the Proponent's compliance with all of the RFP requirements and approach to quality during the design, construction, operation, maintenance and rehabilitation of the DBFO Project assets. The response to the requirements of this Section 7 should not exceed 10 pages. The Proposal must include a commitment to:</p> <p>...</p> <p>At a minimum, quality management plan must include:</p> <p>...</p> <p>(e) an organization chart showing reporting relationships and identifying by name the quality manager and his/her inspection staff. Resumes of all key personnel must be provided.</p>	<p>7. Quality Management and Reporting</p> <p>The Technical Submission must include a written description of how the Proponent will develop a quality management plan describing the Proponent's compliance with all of the RFP requirements and approach to quality during the design, construction, operation, maintenance and rehabilitation of the DBFO Project assets. The response to the requirements of this Section 7 should not exceed 10 pages. The Proposal must include a commitment to:</p> <p>...</p> <p>At a minimum, quality management plan must include:</p> <p>...</p> <p>(e) an organization chart showing reporting relationships with reference to the organization chart and identifying by name the quality managers including those for the Project design process, construction process, and operations and maintenance and rehabilitation process. Resumes of all key personnel must be provided but will not be counted against the 200 page limit</p>

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.16	1	Appendix 1F 7.1.1	<p>7.1.1 Road Design Report</p> <p>...</p> <p>The minimum requirements for drawings to accompany the Road Design Report are as follows and shall be in general conformance with <i>Section 1200 of the BC Supplement to TAC Geometric Design Guide 2001 Edition</i> and as described in the following lists:</p> <p>...</p> <ul style="list-style-type: none"> show all geometric elements on each control line. Radii and spiral lengths must be shown on the drawing. Other geometric details may be provided using computer printouts. All control lines must be stationed; all paint markings; location and limits of all structures including retaining walls; location and messaging for all guide signs; location of any ITS if proposed; location and limits of all concrete roadside barrier and curb and gutter; basic dimensioning of lanes and other elements; toes and tops of all slopes; All major drainage elements including: <ul style="list-style-type: none"> all pipes and culverts complete with diameter, length, grade and material type; location of all catch basins; location of all oil and silt chambers; all ditches and direction of flow; and <p>...</p> <ul style="list-style-type: none"> All utilities including but not necessarily limited to power and telephone poles and all underground utilities; Existing and proposed property lines clearly showing the area, in square metres, of surplus lands or additional lands required. The Preferred Proponent will be required to sign and submit property acquisition plans produced in accordance with MOT standards within two weeks of being notified that it is the Preferred Proponent. 	<p>7.1.1 Road Design Report</p> <p>...</p> <p>The minimum requirements for drawings to accompany the Road Design Report are as follows and shall be in general conformance with <i>Section 1200 of the BC Supplement to TAC Geometric Design Guide 2001 Edition</i> and as described in the following lists:</p> <p>...</p> <ul style="list-style-type: none"> show all geometric elements on each control line. Radii and spiral lengths must be shown on the drawing. Other geometric details may be provided using computer printouts. All control lines must be stationed; all paint markings; location and limits of all structures including retaining walls; location and messaging for all guide signs; location of any ITS if proposed; location and limits of all concrete roadside barrier and curb and gutter; basic dimensioning of lanes and other elements; toes and tops of all slopes; All major drainage elements including: <ul style="list-style-type: none"> all pipes and culverts complete with diameter, length, grade and material type; location of all catch basins; location of all oil and silt chambers; all ditches and direction of flow; and <p>...</p> <ul style="list-style-type: none"> All major utilities including but not necessarily limited to power and telephone poles and all underground utilities; Existing and proposed property lines clearly showing the area, in square metres, of surplus lands or and additional lands required. The Preferred Proponent will be required to sign and submit property acquisition plans produced in accordance with MOT standards within two weeks of being notified that it is the Preferred Proponent.

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.17	1	Appendix 1F 7.1.2	<p>7.1.2 Structural Design Report</p> <p>...</p> <ul style="list-style-type: none"> erection plan; <p>...</p> <ul style="list-style-type: none"> deck joint details; bearing details; parapet and railing details including details of transitions between the bridge railings and the approach road railings; <p>...</p> <p>For each retaining wall structure showing:</p> <p>...</p> <ul style="list-style-type: none"> details type of structure joint details 	<p>7.1.2 Structural Design Report</p> <p>...</p> <ul style="list-style-type: none"> erection concept plan; <p>...</p> <ul style="list-style-type: none"> deck joint details type; bearing details type ; typical parapet and railing details including details of transitions between the bridge railings and the approach road railings; <p>...</p> <p>For each retaining wall structure showing:</p> <p>...</p> <ul style="list-style-type: none"> typical details type of structure typical joint details
RFP-4.18	1	Appendix 1F 7.1.3	<p>7.1.3 Tunnel Design Report</p> <p>...</p> <ul style="list-style-type: none"> General arrangement drawings to a level of detail sufficient to clearly show the intent of the design of all tunnel structures proposed for Phase 2 including: plan, profile and cross section drawings showing: <p>...</p> <ul style="list-style-type: none"> tunnel support arrangements and details; <p>...</p> <ul style="list-style-type: none"> drainage details; 	<p>7.1.3 Tunnel Design Report</p> <p>...</p> <ul style="list-style-type: none"> General arrangement drawings to a level of detail sufficient to clearly show the intent of the design of all tunnel structures proposed for Phase 2 including: plan, profile and cross section drawings showing: <p>...</p> <ul style="list-style-type: none"> tunnel support arrangements and schematic arrangement details; <p>...</p> <ul style="list-style-type: none"> drainage schematic arrangement details;
RFP-4.19	1	Appendix 1F 7.2.1	<p>7.2.1 Road Safety Audit</p> <p>...</p> <p>The preliminary design Road Safety Audit must describe how the Proponent's design has effectively considered competing interests of such factors as cost, environmental, geotechnical and aesthetics and the following:</p> <p>...</p> <p>... and</p> <ul style="list-style-type: none"> consideration towards the issues identified above. 	<p>7.2.1 Road Safety Audit</p> <p>...</p> <p>The preliminary design Road Safety Audit must describe how the Proponent's design has effectively considered competing interests of such factors as cost, environmental, geotechnical and aesthetics and</p> <p>...</p> <p>... and</p> <ul style="list-style-type: none"> consideration towards the issues identified above.

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.20	1	Appendix 1F 7.2.3.1	<p>7.2.3.1 For Longitudinal Drainage</p> <ul style="list-style-type: none"> typical plan drawing and cross-section of proposed pavement and right-of-way drainage system showing type of system and location of drainage system components; open ditch designs; batch basin spacing and drainage area to catch basin; address groundwater issues; sub-drain requirements; proposed measures relative to the environmental requirements for storm-water quality control facilities. 	<p>7.2.3.1 For Longitudinal Drainage</p> <ul style="list-style-type: none"> typical plan drawing and cross-section of proposed pavement and right-of-way drainage system showing type of system and location of drainage system components; open ditch designs; batch basin spacing and drainage area to catch basin; address groundwater issues; sub-drain requirements; proposed measures relative to the environmental requirements for storm-water quality control facilities.
RFP-4.21	1	Appendix 1F 7.2.3.2	<p>7.2.3.2 For Transverse Drainage</p> <ul style="list-style-type: none"> identification of type(s), sizing and configuration of culverts proposed to be used for the transverse water crossings; dub-drain requirements; address groundwater issues; the timing required to construct each crossing in conformance with the proposed Project Schedule; for any proposed pre-cast components, the source of supply and supporting documentation relative to adequacy of design and proven performance in similar applications. 	<p>7.2.3.2 For Transverse Drainage</p> <ul style="list-style-type: none"> identification of type(s), sizing and configuration of culverts proposed to be used for the transverse water crossings; dub-drain requirements; address groundwater issues; the timing required to construct each crossing in conformance with the proposed Project Schedule; for any proposed pre-cast components, the source of supply and supporting documentation relative to adequacy of design and proven performance in similar applications.
RFP-4.22	1	Appendix 1F 7.2.4	<p>7.2.4 Pavement Report</p> <p>...</p> <ul style="list-style-type: none"> summary of the construction methodology for each major road component and structure where work is proposed; summary of the proposed material sources, quantities, and any outstanding issues such as pit development requirements; summary of the investigation and design to be conducted for each major road component and structure where work is proposed; description of planned enhancements to the pavement structure during the Project Term. 	<p>7.2.4 Pavement Report</p> <p>...</p> <ul style="list-style-type: none"> quantities, and any outstanding issues such as pit development requirements. summary of the construction methodology for each major road component and structure where work is proposed; summary of the proposed material sources, quantities, and any outstanding issues such as pit development requirements; summary of the investigation and design to be conducted for each major road component and structure where work is proposed; description of planned enhancements to the pavement structure during the Project Term.

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.23	1	Appendix 1F 7.2.5	<p>7.2.5 Aesthetics and Landscape Design Report</p> <p>The Aesthetics and Landscape Design Report which should not exceed 10 pages, must, at a minimum, include the following:</p> <p>...</p> <ul style="list-style-type: none"> a needs analysis outline, showing how factors such as utility services, road access, site features, traffic volumes, etc. will be considered and how they may influence the provision of roadside amenities; 	<p>7.2.5 Aesthetics and Landscape Design Report</p> <p>The Aesthetics and Landscape Design Report which should not exceed 10 pages, must, at a minimum, include the following:</p> <p>...</p> <ul style="list-style-type: none"> a needs analysis outline, showing how factors such as utility services, road access, site features, traffic volumes, etc. will be considered and how they may influence the provision of roadside amenities;
RFP-4.24	1	Appendix 1F 8.3	<p>8.3 Traffic Management Plan</p> <p>...</p> <ul style="list-style-type: none"> description of the specific construction staging related traffic impacts that are proposed on all roadway components, if any, showing lane configuration, lane widths, and placement of traffic control devices; e.g., night work, restricted lane work, or traffic barrier installations; 	<p>8.3 Traffic Management Plan</p> <p>...</p> <ul style="list-style-type: none"> description of the specific construction staging related traffic impacts that are proposed on all major roadway components, if any, showing lane configuration, lane widths, and placement of traffic control devices; e.g., night work, restricted lane work, or traffic barrier installations;

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.25	1	Appendix 1F 8.9.1	<p>8.9.1 Operations and Maintenance Plan</p> <p>The Technical Submission must include an Operations and Maintenance Plan, demonstrating the Proponent's material compliance with the requirements of Volume 3 Part C and indicating the approach to be undertaken to deliver the range of services for the duration of the Concession Agreement.</p> <p>The Operations and Maintenance Plan must provide details of the Proponent's strategy for operation and maintenance for the DBFO Project that provides:</p> <p>(a) (a) an understanding of the Operational Performance Measures and Key Performance Measures;</p> <p>(b) (b) specific indicative plans to address the following key issues:</p> <ul style="list-style-type: none"> • running surface maintenance; • bridge maintenance; • winter maintenance; • avalanche hazard management and search and rescue procedures; • emergency response; and • public relations/customer care; <p>(c) (c) commitment to health, safety and environment.</p> <p>The plan must provide a written description of the resources to be used to complete the operations and maintenance services identified including labour, plant, materials and facilities. If the resources have not yet been obtained, details of the proposed procurement source and timing must be provided.</p>	<p>8.9.1 Operations and Maintenance Plan</p> <p>The Technical Submission must include an Operations and Maintenance Plan, demonstrating the Proponent's material compliance with the requirements of Volume 3 Part C and by indicating the approach to be undertaken to deliver the each of the following range of services for the duration of the Concession Agreement:</p> <p>The Operations and Maintenance Plan must provide details of the Proponent's strategy for operation and maintenance for the DBFO Project that provides:</p> <p>(a) an understanding of the Operational Performance Measures and Key Performance Measures;</p> <p>(b) specific indicative plans to address the following key issues:</p> <p>(a) running surface maintenance;</p> <p>(b) bridge maintenance;</p> <p>(c) winter maintenance;</p> <p>(d) snow avalanche program hazard management and search and rescue procedures;</p> <p>(e) emergency response; and</p> <p>(f) public relations/customer care;</p> <p>(g) commitment to employee health and safety; and</p> <p>(h) environment environmental management.</p> <p>The plan must provide a brief written description of the resources to be used to complete the operations and maintenance services identified including labour, plant, materials and facilities. If the resources have not yet been obtained, details of the proposed procurement source and timing must be provided.</p>

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.26	1	Appendix 1F 8.9.2	<p>8.9.2 Asset Management Plan</p> <p>The Proponent must include an Asset Management Plan, demonstrating the Proponent's material compliance with the requirements of Volume 3 - Part C and indicating the approach to be undertaken to deliver the services for the duration of the Project Term.</p> <p>The Proposal shall provide details of the Proponent's Asset Management Plan for the DBFO Project considering:</p> <p>(f) (a) understanding of the Key Performance Measures and Asset Preservation Performance Measures;</p> <p>(g) (b) understanding of life cycle approach to asset maintenance and rehabilitation;</p> <p>(h) (c) understanding of the approach for asset condition, inspection, work identification, programming, prioritization and delivery of asset rehabilitation;</p> <p>(i) (d) specific indicative asset management plans to address:</p> <ul style="list-style-type: none"> • highway running surfaces; and • structures; <p>(j) (e) use of asset management systems and processes to achieve cost effectiveness, and identify/implement innovation to improve performance; and</p> <p>(k) (f) commitment to minimizing risk to the Province.</p> <p>The Proposal must provide a written description of the resources to be used to complete the asset management services identified including labour, plant, materials and facilities. If the resources have not yet been obtained, details of the proposed procurement source and timing must be provided.</p> <p>The Proposal must provide an organization chart and associated narrative that indicates the reporting relationships, roles and responsibilities for all aspects of the operation, maintenance and rehabilitation management structure.</p>	<p>8.9.2 Asset Management Plan</p> <p>The Technical Submissions Proponent must include an Asset Management Plan, demonstrating the Proponent's material compliance with the requirements of Volume 3 - Part C and by indicating the approach to be undertaken to deliver asset rehabilitation the services for the duration of the Project Term for the following:</p> <p>(a) highway running surfaces; and</p> <p>(b) structures.</p> <p>The Proposal shall provide details of the Proponent's Asset Management Plan for the DBFO Project considering. Each of these indicative plans must reflect:</p> <ul style="list-style-type: none"> • (a)—understanding of the Key Performance Measures and Asset Preservation Performance Measures; • (b)—understanding of life cycle approach to asset management including the relationship between maintenance and rehabilitation; • (c)—understanding of the approach for asset condition, inspection, work identification, programming, prioritization and delivery of asset rehabilitation; <p>(d) —specific indicative asset management plans to address:</p> <ul style="list-style-type: none"> • highway running surfaces; and • structures; <ul style="list-style-type: none"> • (e)—use of asset management systems and processes to achieve cost effectiveness; and • identify/implement innovation to improve performance; and <p>(f) —(f) —commitment to minimizing risk to the Province.</p> <p>The Asset Management Plan must include a pavement rehabilitation program for the Project that indicates the timing, location and treatments to be carried out during the Project Term.</p> <p>The Asset Management Plan Proposal must provide a brief written description of the resources to be used to complete the asset management services identified including labour, plant, materials and facilities. If the resources have not yet been obtained, details of the proposed procurement source and timing must be provided.</p> <p>The Proposal must provide an organization chart and associated narrative that indicates the reporting relationships, roles and responsibilities for all aspects of the operation, maintenance and rehabilitation management structure.</p>

Addendum #	RFP Reference		Original Text	Revised Text (deletions are struckout; changes / additions are highlighted)
	Volume #	Section #		
RFP-4.27	1	Appendix 1G Part One	(Refer to Attachment RFP-4-i)	
RFP-4.28	1	Appendix 1G Part Four	<p>PART FOUR: PHASE 2 SAFETY ENHANCEMENTS (20 Points)</p> <p>8. New Park Bridge Over The Kicking Horse River</p> <ul style="list-style-type: none"> The consistency of the driving characteristics on the new Park Bridge vis-à-vis the balance of the Phase 2 highway, including design cross section, surface traction, lighting are important elements that will enhance safe traffic operations. Proposals that provide more consistent driving characteristics on the new Park Bridge will be awarded up to three (3) points. Proposals that do not exceed the Minimum Proposal Requirement will score zero (0) points. The Proposal that provides the most consistent driving characteristics vis-à-vis the balance of the Phase 2 highway will be awarded three (3) points... Other Proposals will be awarded less than three (3) points depending on the relative value of the driving characteristics offered in the Proposal. 	<p>PART FOUR: PHASE 2 SAFETY ENHANCEMENTS (20 Points)</p> <p>8. New Park Bridge Over The Kicking Horse River</p> <ul style="list-style-type: none"> The consistency of the driving characteristics on the new Park Bridge vis-à-vis the balance of the Phase 2 highway, including design cross section, surface traction, lighting are important elements that will enhance safe traffic operations. Proposals that provide more consistent driving characteristics on the new Park Bridge will be awarded up to three (3) points. Proposals that do not exceed the Minimum Proposal Requirement will score zero (0) points. The Proposal that provides the most consistent driving characteristics vis-à-vis the balance of the Phase 2 highway will be awarded three (3) points. ... Other Proposals will be awarded less than three (3) points depending on the relative value of the driving characteristics offered in the Proposal.

Attachment RFP-4-i

Reference: Addendum #RFP-4.27
Appendix 1G, Part One

Original Text

PART ONE: RISK-ADJUSTED NET PRESENT VALUE (60 Points)

A risk-adjusted Net Present Value will be calculated for each Proposal using the proposed Performance Payments, which include:

- Pre-Completion Performance Payments;
- Original Service Period Availability & Safety Payments;
- Enhanced Service Period Availability & Safety Payments;
- Traffic Volume Payments; and
- End of Term Payment.

The assumptions underlying the derivation of each Performance Payment component will be reviewed to assess whether they are reasonable.

The discount rate used to calculate the NPV of the Total Performance Payments will be based on the Province's estimate of the typical weighted average cost of capital of a private sector project of a similar type to the DBFO Project.

For the purposes of consistent evaluation of all Proposals, the following common assumptions will be applied to the evaluation. These common assumptions will only affect calculation of the NPV of the Total Performance Payments to the Concessionaire for the purpose of the evaluation of the risk adjusted NPV. Each Proponent should make its own assumptions as to the Total Performance Payments it will receive in its Financial Model and Financing Plan. However, the Province will use a set of predetermined assumptions and sensitivity tests to assess the net present value and robustness of the Financing Plan. Proponents should demonstrate that their financing plan is robust, as indicated in Section 4.3.3 of Appendix 1F, on the basis of these assumptions:

- (m) Treatment of inflation — The general rate of inflation applied will be an average of 2% per annum over the Term.
- (n) Traffic forecasts — The Traffic Volume Payments will be calculated utilizing a range of standardized traffic forecasts. The NPV of the likely Enhanced Service Period Payments over the Term will be calculated using the Province's estimates of expected high and low case traffic scenarios based on the Province's traffic report. The same traffic scenarios will be used in the calculation of the NPV for each individual Proponent's financial submission. The Province's traffic report and traffic estimates are included in the Data Room.

In calculating the NPV it is anticipated that the Province's financial advisors will use sensitivity analysis to determine the expected value and range of NPVs from each Proponent's financial submission.

- (o) Availability and Safety Payments — Each Proponent will be assumed to receive the full value of the requested availability and safety payments without any deductions.
- (p) End of Term Payment — Each Proponent is assumed to receive the 100% of the gross End of Term Payment as per the amount stated in each Proponent's Proposal.
- (q) Pre-Completion Performance Payments — It will be assumed that these will be paid quarterly, based on eligible costs incurred in accordance with the Province's estimated schedule as provided to Proponents, to a maximum of \$62.5 million in total.
- (r) Discount rate — It will be assumed that the Proponents' Performance Payments under the Concession Agreement will be discounted back at 7.5% (nominal).

Points will be awarded as follows:

- The Proposal with the lowest risk-adjusted NPV of Performance Payments over the term of the Concession will be awarded 60 Points.
- The other Proposals will be awarded points based on the following equation:

$$P_b = 60 \{1 - [(NPV_b - NPV_a) / NPV_a]\}$$

Where:

P_b =The number of points awarded to 'Proposal b ', a Proposal that does not have the lowest NPV.

NPV_a =The NPV of the Proposal with the lowest NPV, 'Proposal a '.

NPV_b =The NPV of Proposal b .

Attachment RFP-4-i

Reference: Addendum #RFP-4.27
Appendix 1G, Part One

Revised Text

PART ONE: RISK-ADJUSTED NET PRESENT VALUE (60 Points)

A risk-adjusted Net Present Value will be calculated for each Proposal using the proposed Performance Payments, which include:

- Pre-Completion Performance Payments;
- Original Service Period Availability & Safety Payments;
- Enhanced Service Period Availability & Safety Payments;
- Traffic Volume Payments; and
- End of Term Payment.

The assumptions underlying the derivation of each Performance Payment component will be reviewed to assess whether they are reasonable.

The discount rate used to calculate the NPV of the Total Performance Payments will be based on the Province's estimate of the typical weighted average cost of capital of a private sector project of a similar type to the DBFO Project.

For the purposes of consistent evaluation of all Proposals, the following common assumptions will be applied to the evaluation. These common assumptions will only affect calculation of the NPV of the Total Performance Payments to the Concessionaire for the purpose of the evaluation of the risk adjusted NPV. Each Proponent should make its own assumptions as to the Total Performance Payments it will receive in its Financial Model and Financing Plan. However, the Province will use a set of predetermined assumptions and sensitivity tests to assess the net present value and robustness of the Financing Plan. Proponents should demonstrate that their financing plan is robust, as indicated in Section 4.3.3 of Appendix 1F, on the basis of these assumptions:

- (a) Treatment of **inflation indexation** — The general rate of **inflation indexation** applied will be an average of 2% per annum over the Term.
- (b) Traffic forecasts — **The Traffic Volume Payments will be calculated utilizing a range of standardized traffic forecasts.** The NPV of **the likely Enhanced Service Period Payments Traffic Volume Payments** over the Term will be calculated using **the a probability-weighted methodology based on the** Province's estimates of expected high and low case traffic scenarios based on the Province's traffic report. The same traffic **scenarios probabilities** will be used in the calculation of the NPV for each individual Proponent's financial submission. **The Province's traffic report and traffic estimates are included in the Data Room.**

In calculating the NPV it is anticipated that the Province's financial advisors will use sensitivity analysis to determine the expected value and range of NPVs from each Proponent's financial submission.

For the purposes of evaluation, the traffic in each band will be probability weighted as follows:

Traffic Band	Probability weighting
Band 1	100%
Band 2	92.5%
Band 3	50%
Band 4	32.5%
Band 5	Not applicable

The probability weighting will be used in the calculation of the NPV of the Traffic Volume Payments proposed by the Proponent, in their proposal. For example, the expected traffic volume payment for Band 2 in a particular contract year will be calculated as follows, and used as a component in the overall NPV calculation:

Number of PVE in Band 2	x	Proponent bid for traffic in Band 2	x	Probability weighting for Band 2
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- (c) Availability and Safety Payments — Each Proponent will be assumed to receive the full value of the requested availability and safety payments without any deductions. The value of Unavailability Deductions, Performance/Safety Deductions, Traffic Disruption Charges and Payment Retention will, in each case, be assumed to be \$0 for the purposes of evaluation.
- (d) End of Term Payment — Each Proponent is assumed to receive the 100% of the gross End of Term Payment as per the amount stated in each Proponent’s Proposal.
- (e) Pre-Completion Performance Payments — It will be assumed that these will be paid quarterly, based on eligible costs incurred in the Proponent’s accordance with the Province’s construction schedule and budget, to a maximum of \$62.5 million in total. The assumed NPV of these payments will be provided to Proponents.
- (f) Discount rate — It will be assumed that the Proponents’ Performance Payments under the Concession Agreement will be discounted back at 7.5% (nominal).
- (g) The following timing assumptions will be used:

Term	25 years
Original Service Period	48 months

Enhanced Service Period	21 years
Financial Close	September 30, 2005
End of Term	September 30, 2030

Points will be awarded as follows:

- The Proposal with the lowest risk-adjusted NPV of Performance Payments over the term of the Concession will be awarded 60 Points.
- The other Proposals will be awarded points based on the following equation:

$$P_b = 60 \{1 - [(NPV_b - NPV_a) / NPV_a]\}$$

Where:

P_b =The number of points awarded to 'Proposal b ', a Proposal that does not have the lowest NPV.

NPV_a =The NPV of the Proposal with the lowest NPV, 'Proposal a '.

NPV_b =The NPV of Proposal b .