

**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
Réception des soumissions - TPSGC / Bid  
Receiving - PWGSC  
1550 Avenue d'Estimauville  
Québec  
Québec  
G1J 0C7

**REQUEST FOR PROPOSAL**  
**DEMANDE DE PROPOSITION**

**Proposal To: Public Works and Government  
Services Canada**

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

**Proposition aux: Travaux Publics et Services  
Gouvernementaux Canada**

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

**Comments - Commentaires**

<b>Title - Sujet</b> Business Case	
<b>Solicitation No. - N° de l'invitation</b> T8010-110163/A	<b>Date</b> 2012-03-29
<b>Client Reference No. - N° de référence du client</b> T8010-11-0163	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$QCL-034-14548	
<b>File No. - N° de dossier</b> QCL-1-34891 (034)	<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 2012-05-09</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 checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Gabra, Andrée-A.	<b>Buyer Id - Id de l'acheteur</b> qcl034
<b>Telephone No. - N° de téléphone</b> (418) 649-2836 ( )	<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> TRANSPORT CANADA AIRPORT & PORT PROGRAMS (AHP) 112 KENT ST, 20th FLOOR PLACE DE VILLE, TOWER B OTTAWA Ontario K1A0N5 Canada	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

**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

<b>Delivery Required - Livraison exigée</b> VOIR DOC.	<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/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

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The Attachments include

Attachment 1 to Part 3, Pricing Schedule

Attachment 1 to Part 4, Technical Criteria

Attachment 1 to Part 5, Certifications Precedent to Contract Award

**List of Annexes:**

Annex A	Statement of Work
Annex B	Basis of Payment
Annex C	Contractor disclosure of foreground information
Annex D	Non-disclosure Agreement

## **PART 1 - GENERAL INFORMATION**

### **1. Introduction**

The bid solicitation is divided into seven (7) parts plus attachments and annexes, as follows:

- Part 1 General Information: provides a general description of the requirement;
- Part 2 Bidder Instructions: provides the instructions, clauses and conditions applicable to the bid solicitation;
- Part 3 Bid Preparation Instructions: provides bidders with instructions on how to prepare their bid;
- Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria that must be addressed in the bid, if applicable, and the basis of selection;
- Part 5 Certifications: includes the certifications to be provided;
- Part 6 Financial Requirements: includes specific requirements that must be addressed by bidders; and
- Part 7 Resulting Contract Clauses: includes the clauses and conditions that will apply to any resulting contract.

The Attachments include

Attachment 1 to Part 3, Pricing Schedule

Attachment 1 to Part 4, Technical Mandatory and Rated Criteria

Attachment 1 to Part 5, Certifications Precedent to Contract Award

The Annexes includes:

- Annex A Statement of Work
- Annex B Basis of Payment
- Annex C Contractor disclosure of foreground information
- Annex D Non-disclosure Agreement

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## 2. Summary

**2.1** Transport Canada (TC) requires the professional services of advisors to assist with the development of the New Bridge for the St. Lawrence (New Bridge Corridor) project in Montreal. The services required are divided into three main Components: (1) Input to project planning and development of the Business Case, (2) Traffic and revenue forecasting and (3) Preliminary design and costing. This contract also includes optional services. The contract will have to be completed within 36 months of award of contract.

The Contractor cannot sub-contract any of the work under Component 1. Sub-contracting is permitted for the work under Components 2 and 3.

The Contractor will have to assign a "Project Coordinator" for the entire contract. The Project Coordinator must be a resource assigned to Component 1 (Input to project planning and development of the Business Case). This resource will be managing the implementation of the overall project, including the identification, analysis, planning, tracking and control of the progress on a continuous basis. He will oversee the submission of all identified deliverables for all three (3) Components of this contract.

### **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 the other federally-owned structures in Montreal (the Jacques Cartier Bridge, the federal portion of the Honoré Mercier Bridge and the Melocheville Tunnel).

### **Component 2 - Traffic and Revenue Forecasts**

The Contractor will conduct the forecasting of traffic and revenue levels and scenarios for use in the development of a Business Case for the New Bridge Corridor and for decision making by the federal government.

### **Component 3 - Preliminary Design and Costing**

The Contractor will undertake the preliminary design and costing for use in the development of a Business Case for the New Bridge Corridor and for decision making by the federal government.

**2.2** The requirement is subject to the provisions of the World Trade Organization Agreement on Government Procurement (WTO-AGP), the North American Free Trade Agreement (NAFTA), and the Agreement on Internal Trade (AIT).

## 3. Debriefings

After contract award, bidders may request a debriefing on the results of the bid solicitation process. Bidders should make the request to the Contracting Authority within 15 working days of receipt of the results of the bid solicitation process. The debriefing may be in writing, by telephone or in person.

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#### **4. Fairness monitor**

A fairness monitor is involved in the current request for proposals process.

#### **5. Conflict of Interest**

The Bidder and subcontractors named in the bid, either as an individual or as part of a joint venture, may not provide advice or information either directly or indirectly for any private firm regarding the work for the new bridge's corridor if the Government of Canada decides to establish a public-private partnership (P3) to carry out the work. The Bidder and subcontractors named in the bid, either as an individual or as part of a joint venture, may not bid on this public-private partnership (P3).

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## PART 2 - BIDDER INSTRUCTIONS

### 1. Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The 2003 (2012-03-02), Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

Subsection 5.4 of 2003, Standard Instructions - Goods or Services - Competitive Requirements, is amended as follows:

Delete: sixty (60) days

Insert: ninety (90) calendar days.

#### 1.1 SACC Manual Clauses

A7035T(2007-05-25), List of Proposed Subcontractors

### 2. Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated on page 1 of the bid solicitation. Bids transmitted to PWGSC by electronic mail will not be accepted.

Due to the nature of the bid solicitation, bids transmitted by facsimile to PWGSC will not be accepted.

### 3. Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than seven (7) calendar days before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as "proprietary" will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all bidders. Enquiries not submitted in a form that can be distributed to all bidders may not be answered by Canada.

#### **4. Applicable Laws**

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Québec.

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the bidders.

#### **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 favour 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.

#### **6. Basis for Canada's Ownership of Intellectual Property**

Transport Canada has determined that any intellectual property rights arising from the performance of the Work under the resulting contract will belong to Canada, on the following grounds:

the main purpose of the contract, or of the deliverables contracted for, is to augment an existing body of Canada's background information as a prerequisite to the transfer of the augmented background to the private sector, through licensing or assignment of ownership (not necessarily to the original contractor), for the purposes of commercial exploitation.

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## **PART 3 - BID PREPARATION INSTRUCTIONS**

### **1. Bid Preparation Instructions**

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).

If there is a discrepancy between the wording of the soft copy and the hard copy, the wording of the hard copy will have priority over the wording of the soft copy.

Prices must appear in the financial bid only. No prices must be indicated in any other section of the bid.

#### **1.1 Presentation instructions**

Canada requests that bidders follow the format instructions described below in the preparation of their bid:

- (a) use 8.5 x 11 inch (216 mm x 279 mm) paper; and
- (b) minimum font size: 11 point Times or equal
- (c) minimum margins: 12 mm left, right, top, and bottom
- (d) one (1) 'page' means one side of a 216 mm x 279 mm (8.5" x 11") sheet of paper.
- (e) 279 mm x 432 mm (11" x 17") fold-out sheets for spreadsheets, organization charts etc. will be counted as two pages.
- (f) use a numbering system that corresponds to the bid solicitation.

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process Policy on Green Procurement

(<http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html> ).

To assist Canada in reaching its objectives, bidders are encouraged to :

- 1) use paper containing fibre certified as originating from a sustainably-managed forest and/or containing minimum 30% recycled content; and
- 2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

#### **1.2 Limitation of bids**

1. A Bidder may not submit more than one bid. This limitation also applies to the persons or entities in the case of a joint venture. If more than one bid is received from a Bidder (or, in the case of a joint venture, from the persons or entities), all such bids shall be rejected and no further consideration shall be given.

2. An arrangement whereby Canada contracts directly with a prime consultant who may retain sub-contractors to perform portions of the services is not a joint venture arrangement. A sub-contractor may, therefore, be proposed as part of the Consultant Team by more than one Bidder.

3. Notwithstanding paragraph 2. above, in order to avoid any conflict of interest, or any perception of conflict of interest, no person or entity acting as an individual Bidder or as part of a joint venture Bidder, shall be proposed as a member of another Bidder's Contractor Team, either as a sub-contractor or as part of another joint venture Bidder. Failure to comply with this limitation will result in all bids so involved being rejected.

4. Any joint venture entered into for the provision of professional services or other services must be in full compliance with the requirements of any provincial or territorial law pertaining thereto in the Province or Territory in which the project is located.

### **Section I: Technical Bid**

In their technical bid, bidders should demonstrate their understanding of the requirements contained in the bid solicitation and explain how they will meet these requirements. Bidders should demonstrate their capability and describe their approach in a thorough, concise and clear manner for carrying out the work.

The technical bid should address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient. In order to facilitate the evaluation of the bid, Canada requests that bidders address and present topics in the order of the evaluation criteria under the same headings. To avoid duplication, bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

Part 4, Evaluation Procedures, contains additional instructions that bidders should consider when preparing their technical bid.

### **Section II: Financial Bid**

**1.1** Bidders must submit their financial bid in Canadian funds and in accordance with the pricing schedule detailed in Attachment 1 to Part 3. The total amount of Goods and Services Tax (GST) or Harmonized Sales Tax (HST) must be shown separately, as applicable.

**1.2** Bidders must submit their prices Incoterms 2000 DDP Delivered Duty Paid at destination; Canadian customs duties and excise taxes included, as applicable; and GST or HST excluded.

**1.3** When preparing their financial bid, bidders should review the basis of payment in Annex B and clause 1.2, Financial Evaluation, of Part 4.

**1.4** The prices included in the pricing schedule detailed in Attachment 1 to Part 3 exclude the total estimated cost of all travel and living expenses that may need to be incurred for Work described in Part 7, Resulting Contract Clauses, of the bid solicitation.

**1.5** In their financial bids, Bidders should provide a price breakdown as follows for the firm unit prices quoted in response to the pricing schedule detailed in Attachment 1 to Part 3 :

**1- Professional fees:** For each individual, bidders should indicate: a) its quoted all inclusive fixed hourly rate; and b) the estimated corresponding number of working hours. Bidders should specify the number of hours included in a working day exclusive of meal breaks. The professional fees must include the total estimated cost of all travel and living expenses that may need to be incurred for the

relocation of resources to satisfy the terms of any resulting contract. These expenses cannot be charged directly and separately from the professional fees to any contract that may result from the bid solicitation;

2 - Equipment, if applicable: Bidders should identify each item required for purchase and provide the pricing basis for each one;

3- Materials and Supplies, if applicable: Bidders should identify each category of materials and supplies required for purchase and provide the pricing basis of each one. Bidders should indicate, on a per category basis, whether the items are likely to be consumed during the performance of any resulting contract;

4- Travel and Living Expenses for work described in Part 7 of this bid solicitation: For each individual, bidders should indicate the number and cost of journeys, together with the basis of these costs, which must not exceed the limits of the Treasury Board (TB) Travel Directive. With respect to the TB Travel Directive, only the meal, private vehicle and incidental allowances specified in Appendices B, C and D of the Directive and the other provisions of the Directive referring to "travellers", rather than those referring to "employees", are applicable;

5- Subcontracts, if applicable: Bidders should identify all of the proposed subcontractors and provide in their financial bid for each one a price breakdown in accordance with paragraph 1.5 of this section of Part 3 of the bid solicitation;

6- Other Direct Charges, if applicable: Bidders should identify all of the categories of other direct charges anticipated, such as long distance communications and rentals, providing the pricing basis for each and explaining the relevance to the work described in Part 7 of the bid solicitation; and

7- GST / HST: any applicable GST and HST are to be shown separately.

**1.6** Bidders should include the following information in their financial bid:

1. Their legal name;
2. Their Procurement Business Number (PBN); and
3. The name of the contact person (including this person's mailing address, phone and facsimile numbers and email address) authorized by the Bidder to enter into communications with Canada with regards to:
  - a. their bid; and
  - b. any contract that may result from their bid.

**1.7 SACC Manual Clauses**

C3011T(2010-01-11), Exchange Rate Fluctuation

### **Section III: Certifications**

In Section III, Bidders should include the certifications required under Part 5.

## ATTACHMENT 1 to PART 3 PRICING SCHEDULE

The Bidder must complete this pricing schedule and include it in its financial bid.

### PART A - PROFESSIONAL SERVICES

At firm all-inclusive price, GST/HST extra, Incoterms 2000 DDP Delivered Duty Paid at destination (for goods), in accordance with the following :

	DESCRIPTION	Firm all inclusive price GST EXCLUDED
A1	<b>Component 1 – Input to Project Planning and Development of the Business Case</b>	
A2	<b>Component 2 – Traffic and Revenue Forecasts</b>	
A3	<b>Component 3 – Preliminary Design and Costing</b>	
A4	<b>TOTAL PARTIE A SERVICES PROFESSIONNELS</b>	

### PART B - TRAVEL AND LIVING EXPENSES :

The Contractor will be reimbursed its authorized travel and living expenses reasonably and properly incurred in the performance of the Work, at cost, without any allowance for profit and administrative overhead, in accordance with the meal, private vehicle and incidental expenses provided in Appendices B, C and D of the Treasury Board Travel Directive, and with the other provisions of the directive referring to "travellers", rather than those referring to "employees".

All travel must have the prior authorization of the Technical Authority.

The authorized travel and living expenses will be paid upon submission of an itemized statement supported by receipt vouchers. All payments are subject to government audit.

Canada will not accept any travel and living expenses for any relocation of resources required to satisfy the terms of the Contract.

	DESCRIPTION	Total Estimated Cost of Limitation of expenditure GST EXCLUDED
B1	<b>TRAVEL AND LIVING EXPENSES</b>	<b>50 000.00\$</b>

**PART C - OPTIONAL PROFESSIONAL SERVICES**

At firm all-inclusive price, GST/HST extra, Incoterms 2000 DDP Delivered Duty Paid at destination (for goods), in accordance with the following :

	Component	Description	Firm all inclusive price GST EXCLUDED
C1	1	<b>Option 1: Business Case Update</b> - price for one (1) individual update	
C2		<b>Option 2: Business Case Update</b> - price for second (2nd) individual update	
C3		<b>Option 3: Other Federal Structure(s) in the Business Case</b> -price for the Jacques Cartier Bridge structure added to the Business Case analysis	
C4		<b>Option 4: Other Federal Structure(s) in the Business Case</b> -price for the federal portion of the Honoré Mercier Bridge added to the Business Case analysis	
C5		<b>Option 5: Other Federal Structure(s) in the Business Case</b> -price for the Melocheville Tunnel structure added to the Business Case analysis	
C6		<b>Option 6: Public Open House</b> - price for the first individual public open house event	
C7		<b>Option 7: Public Open House</b> - price for one (1) additional individual public open house event	
C8		<b>Option 8: Public Open House</b> - price for one (1) additional individual public open house event	
C9		<b>Option 9: Public Open House</b> - price for one (1) additional individual public open house event	
C10	2	<b>Option 10: Traffic and Revenue Forecasts Update</b> - price for one (1) individual update to the Traffic and Revenue Forecast	
C11		<b>Option 11: Traffic and Revenue Forecasts Update</b> - price for one (1) individual update to the Traffic and Revenue Forecast	
C12	3	<b>Option 12: Implementation of Tolling System on Other Federal Structure(s)</b> - price for the Jacques Cartier Bridge evaluated for feasibility of implementation of tolling system	
C13		<b>Option 13: Implementation of Tolling System on Other Federal Structure(s)</b> - price for the federal portion of the Honoré Mercier Bridge structure evaluated for feasibility of implementation of tolling system	
C14		<b>TOTAL PART C OPTIONAL PROFESSIONAL SERVICES</b>	

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**Evaluated Price-**

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

D1 : \_\_\_\_\_ \$

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): \$ \_\_\_\_\_

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## **PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION**

### **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.

### **1.1 Technical Evaluation**

#### **1.1.1 Mandatory Technical Criteria**

Refer to Attachment 1 to Part 4.

#### **1.1.2 Point Rated Technical Criteria**

Refer to Attachment 1 to Part 4. Point-rated technical criteria not addressed will be given a score of zero.

### **1.2 Financial Evaluation**

#### **1.2.1 Evaluation of price**

The price of the bid will be evaluated in Canadian dollars, the Goods and Services Tax or the Harmonized Sales Tax excluded, FOB destination, Canadian customs duties and excise taxes included.

For bid evaluation and contractor selection purposes only, the evaluated price of a bid will be determined in accordance with the Pricing Schedule detailed in Attachment 1 to Part 3.

## **2. Basis of Selection**

### **2.1 Basis of Selection - Highest Combined Rating of Technical Merit (70 %) and Price (30%)**

#### **2.1.1 To be declared responsive, a bid must:**

- (a) comply with all the requirements of the bid solicitation;
- (b) meet all the mandatory evaluation criteria; and
- (c) obtain the required minimum number of points specified in Attachment 1 to Part 4 for the point rated technical criteria.

**2.1.2** Bids not meeting (a) or (b) or (c) will be declared non-responsive. Neither the responsive bid obtaining the highest number of points nor the one with the lowest evaluated price will necessarily be accepted.

**2.1.3** The lowest evaluated price (LP) of all responsive bids will be identified and a pricing score (PS), determined as follows, will be allocated to each responsive bid (i) :  $PS_i = LP / P_i \times 30$  .  $P_i$  is the evaluated price (P) of each responsive bid (i).

**2.1.4** A technical merit score (TMS), determined as follows, will be allocated to each responsive bid (i):  $TMS_i = OS_i \times 70$ .  $OS_i$  is the overall score (OS) obtained by each responsive bid (i) for all the point rated technical criteria specified in Attachment 1 to Part 4, determined as follows: total number of points obtained / maximum number of points available.

**2.1.5** The combined rating (CR) of technical merit and price of each responsive bid (i) will be determined as follows:  $CR_i = PS_i + TMS_i$  .

**2.1.6** The responsive bid with the highest combined rating of technical merit and price will be recommended for award of a contract. In the event two or more responsive bids have the same highest combined rating of technical merit and price, the responsive bid that obtained the highest overall score for all the point rated technical criteria detailed in Attachment 1 to Part 4 will be recommended for award of a contract.

**2.1.7** The table below illustrates an example where the selection of the contractor is determined by a 70/30 ratio of the technical merit and price, respectively.

**Basis of Selection - Highest Combined Rating of Technical Merit (70%) and Price (30%)**

Bidder	Bidder 1	Bidder 2	Bidder 3
<b>Overall Score for All the Point Rated Technical Criteria</b>	OS1: 120/135	OS2: 98/135	OS3: 82/135
<b>Bid Evaluated Price</b>	P1: C\$60,000	P2: C\$55,000	LP and P3: C\$50,000
<b>Calculations</b>	<b>Technical Merit Score (OSi x 70)</b>	<b>Pricing Score (LP/Pi x 30)</b>	<b>Combined Rating</b>
<b>Bidder 1</b>	120/135 x 70 = 62.22	50/60 x 30 = 25.00	87.22
<b>Bidder 2</b>	98/135 x 70 = 52.76	50/55 x 30 = 27.27	80.03
<b>Bidder 3</b>	82/135 x 70 = 42.52	50/50 x 30 = 30.00	75.52

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## ATTACHMENT 1 to PART 4 TECHNICAL CRITERIA

- 1) For the mandatory and point rated criteria, the experience described in the bid must be the experience of the Bidder itself and or its subcontractors (which includes the experience of any companies that formed the Bidder by way of a merger and include any experience acquired through a purchase of assets or an assignment of contract). The experience of the Bidder's affiliates (i.e. parent, subsidiary or sister corporations) will not be considered. For work experience, Canada will not consider experience gained as part of an educational programme, except for experience gained through a formal co-operative programme at a post-secondary institution.
- 2) Joint venture submissions are not to exceed the maximum number of projects. To be considered, a project must have been carried out by at least one of the joint venture parties. If the Proponent is a joint venture, made up of firms A and B, for example, the project presented may be projects involving the AB joint venture or projects involving firm A or firm B only.
- 3) The Bidder should describe its overall role in each of the projects presented, and should demonstrate that the work undertaken in the context of that project is relevant to the work assigned in the Statement of Work of this contract.
- 4) The Bidder should provide complete details as to where, when and how (through which activities/responsibilities) the stated qualifications/experience were obtained. In order to demonstrate when experience was obtained, the Bidder should indicate the duration of such experience, specifying the start and end dates (month and year at a minimum). In the case where the timelines of two or more projects or experience overlap, the duration of time common to each project/experience will not normally be counted more than once for a given criterion.
- 5) Proposed resources may be employees of the Bidder or employees of a subcontractor, or these individuals may be independent contractors to whom the Bidder would subcontract a portion of the work. For the work under Component 1, proposed resources must be employees of the Bidder.
- 6) For educational requirements for a particular degree, designation or certificate, Canada will only consider educational programs that were successfully completed by the resource by the time of bid closing. Canada will only accept a degree or diploma that is recognized by the Department of Education of any Canadian province, or for degrees obtained in a foreign country, by either of the credential assessment organizations listed on the Website: <http://www.cicic.ca/>
- 7) For requirements relating to professional designation or membership the Bidder must demonstrate that resources are accredited, or able to be accredited, certified or authorized, to offer the required professional services as prescribed in the provincial laws of the province of Québec and must continue, where applicable, to be a member in good standing of the profession's governing body throughout the evaluation and Contract Period. The Bidder must indicate how he intends to respect the license and authorization requirements of the province of Québec.

### 1.1.1 **Mandatory Technical Criteria**

The bid must meet the mandatory technical criteria specified below. The Bidder should provide the necessary documentation to support compliance with this requirement.

Any bid which fails to meet the mandatory technical criteria will be declared non-responsive. Each mandatory technical criterion should be addressed separately.

The Bidder should clearly cross reference each mandatory technical criterion to the Bid.

The Bidder can use the same project(s) to address the requirements for different criterion.

For mandatory requirements (MT-1, MT-4 and MT-5) listed below, the Bidder and its proposed resource(s) should demonstrate using project descriptions which include:

- a) Project description: the Bidder must submit projects that are completed or for which construction has started;
- b) Project time frame in date & total months (ex: Jan 2005 to Jan 2006 - 12 months);
- c) Objective;
- d) Scope of work;
- e) Size in dollars of its part;
- f) Size in dollars of the whole project from its planning phases until the end of construction;
- g) Outcome of the project regarding the deliverables;
- h) Contribution of the Bidder or proposed resources to the project, if applicable;
- i) Name of client (Technical Authority) and brief description of client organization;
- j) Name of the company where the proposed resource worked during the time of the project, if applicable;
- k) Name, phone number and/or email of client reference (must be from client organization and implicated in i) above).

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.

### Mandatory Technical Criteria (MT) - The Bidder's Experience

Number	Mandatory Technical Criterion	MET	NOT MET	Cross Reference to Proposal
<b>MT-1</b>	<p>The Bidder must provide summaries for three (3) projects relevant to the work of each of the three (3) Components (a total of nine (9) projects must be presented). Only the first three (3) projects presented by Component will be examined (for a total of 9 projects). Any additional projects will be ignored as if they were not submitted.</p> <p>The Bidder must provide projects that have reached completion or for which construction has started.</p> <p>The project summaries must describe in detail the Bidder's role within each project, in accordance with the following requirements:</p> <p>a) The Bidder's work for each project must have been conducted in the past ten (10) years from bid closing date.</p> <p>b) For Component 1, at least one (1) project presented has to include a business case for the planning and evaluation of a design and/or construction project in the transportation infrastructure industry, such as bridges, highways, roadways, airports, ports, transit systems and/or railways.</p> <p>c) The value of each of the nine (9) projects described (from its planning phases until the end of construction) must not be less than \$95 million.</p> <p>d) Additionally, the projects presented must include, at a minimum, the following work/activities for each respective Component:</p> <p>Projects for Component 1:</p> <ul style="list-style-type: none"> <li>- Development of a Business Case evaluating various procurement modes, including at least one (1) project evaluating P3.</li> </ul> <p>Projects for Component 2:</p> <ul style="list-style-type: none"> <li>- Traffic and revenue forecasts</li> </ul> <p>Projects for Component 3:</p> <ul style="list-style-type: none"> <li>- Development and evaluation of structural design concepts for bridges; and,</li> <li>- Estimation of costs for design and construction of bridges.</li> </ul>			

### Mandatory Technical Criteria (MT) - The Bidder's Experience

Number	Mandatory Technical Criterion	MET	NOT MET	Cross Reference to Proposal
<b>MT-2</b>	<p>The Bidder must clearly identify the following resources:</p> <ul style="list-style-type: none"> <li>- one (1) Project Coordinator for the overall project. The Project Coordinator must be a resource assigned to Component 1. For this Component, the Project Coordinator and the Component Lead can be the same resource;</li> <li>- one (1) Component Lead for Component 1;</li> <li>- one (1) Component Lead for Component 2; and,</li> <li>- one (1) Component Lead for Component 3.</li> </ul> <p>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. If the Project Coordinator's involvement in Component 1 work is limited to project coordination functions, the Bidder does not have to include this resource as part of Component 1 Team.</p> <p>The experience of these Team Members will be requested and assessed further under point rated criteria RT-2.2, RT-2.3, RT-3.2 and RT-4.2.</p> <p>For the purpose of the mandatory technical criteria evaluation, Team and Team Members represent the members (up to a maximum of seven (7) resources for each Component) identified by the Bidder that will, altogether, complete at least 80% of the work, as described in the Statement of Work for each Component. The Team will be composed of up to seven (7) individual "Team Members".</p>			
<b>MT-3</b>	<p>The Bidder must demonstrate that the resource designated to assume the responsibilities of the Project Coordinator has at least ten (10) years (120 months) of cumulative experience in the management and the coordination of multidisciplinary projects.</p> <p>The Project Coordinator must have, at a minimum, experience in :</p> <ul style="list-style-type: none"> <li>—administrative and operational management;</li> <li>—direction and/or supervision of teams, technicians and auxiliaries;</li> <li>—monitoring of quality control and of procedures and;</li> <li>—managing client relationship and providing briefings.</li> </ul>			
<b>MT-4</b>	<p>The Bidder must demonstrate that it has prepared Traffic and Revenue Forecasts, that were used to leverage financing projects with a total value that must not be less than \$250 million (from its planning phases until the end of construction and/or, in case of a P3, until the end of the concession period) through banks, bonds, pension funds, other financial or lending institutions or other public market offerings.</p> <p>The Bidder must provide projects that have reached completion or for which construction has started.</p>			

### Mandatory Technical Criteria (MT) - The Bidder's Experience

Number	Mandatory Technical Criterion	MET	NOT MET	Cross Reference to Proposal
	A total of seven (7) relevant projects must be presented. Only the first seven (7) projects presented will be examined. Any additional projects will be ignored as if they were not submitted.			
<b>MT-5</b>	<p>The Bidder must demonstrate that at least one (1) of the resources assigned to the Component 2 Team has prepared traffic and revenue forecasts that were used for leveraging financing that must not be less than \$100 million through banks, bonds, pension funds, other financial or lending institutions or other public market offerings.</p> <p>The Bidder must provide projects that have reached completion or for which construction has started.</p> <p>A total of three (3) projects must be presented. Only the first three (3) projects presented will be examined. Any additional projects will be ignored as if they were not submitted.</p>			
<b>MT-6</b>	The Bidder must demonstrate that at least one (1) of the resources assigned to the Component 3 Team is an engineer with at least 10 years (120 months) of cumulative experience in bridge design and construction/reconstruction.			
<b>MT-7</b>	The Bidder must demonstrate that at least one (1) of the resources assigned to the Component 3 Team is an engineer with at least 10 years (120 months) of cumulative experience in highway design and construction.			
<b>MT-8</b>	The Bidder must demonstrate that at least one (1) of the resources assigned to the Component 3 Team is an engineer with at least 10 years (120 months) of cumulative experience in transportation and traffic engineering.			

### 1.1.2 Point Rated Technical Criteria (RT)

Bids which meet all the mandatory technical criteria will be evaluated and scored as specified in the tables inserted below.

Bids which fail to obtain the required minimum number of points specified will be declared non-responsive. Each point rated technical criterion should be addressed separately.

The Bidder should clearly cross reference each point rated technical criteria to the Bid.

The Bidder can use the same project(s) to address the requirements for different criterion. However, three (3) distinct projects have to be presented for each applicable criterion.

For point rated requirements (RT1, RT2, RT3, RT4) listed below, the Bidder and its proposed resource(s) should demonstrate using project descriptions which include:

- a) Project description: the Bidder must submit projects that are completed or for which construction has started;
- b) Project time frame in date & total months (ex: Jan 2005 to Jan 2006 - 12 months);
- c) Objective;
- d) Scope of work;
- e) Size in dollars of its part;
- f) Size in dollars of the whole project from its planning phases until the end of construction;
- g) Outcome of the project regarding the deliverables;
- h) Contribution of the Bidder or proposed resources to the project, if applicable;
- i) Name of client (Technical Authority) and brief description of client organization;
- j) Name of the company where the proposed resource worked during the time of the project, if applicable;
- k) Name, phone number and/or email of client reference (must be from client organization and implicated in i) 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 the purpose of the point rated technical criteria evaluation, "urban context" is considered an agglomeration of 500,000 residents or more.

The following rating scheme will be used to evaluate all Point Rated Technical Criteria.

**Table 1 : Evaluation Scale for Point Rated Criteria**

<b>NON RESPONSIVE</b>	<b>INADEQUATE</b>	<b>VERY POOR</b>	<b>POOR</b>	<b>JUST ACCEPTABLE</b>	<b>ACCEPTABLE</b>	<b>GOOD</b>	<b>VERY GOOD</b>	<b>EXCELLENT</b>
<b>0 point</b> Did not submit information which could be evaluated	<b>1-2 point</b> Absolutely inadequate	<b>3-4 points</b> Slightly or substantially below the requirements requested	<b>5 points</b> Just fails to meet the requirements requested	<b>6 points</b> Just meets the requirements requested	<b>7 points</b> Meets the requirements requested	<b>8 points</b> Slightly exceeds the requirements requested	<b>9 points</b> Exceeds the requirements requested	<b>10 points</b> By far exceeds the requirements requested

### Summary of the Evaluation Structure for the Point Rated Criteria

<b>Bidder Proposed Work Plan</b>	<b>Minimum (60%)</b>	<b>Maximum Points</b>
RT-1.1 Understanding of the assignment	N/A	10
RT-1.2 Approach and methodology	N/A	40
RT-1.3 Allocation of resources, responsibilities, level of effort	N/A	30
RT-1.4 Risk management and contingency plan	N/A	10
RT-1.5 Performance control system	N/A	20
<b>Sub Total - Bidder Proposed Work Plan</b>	<b>66 pts</b>	<b>110 pts</b>
<b>Bidder Experience for Component 1</b>	<b>Minimum (60%)</b>	<b>Maximum Points</b>
RT-2.1 Capacity of Bidder to carry out the work	N/A	30
RT-2.2 Capacity of Project Coordinator to carry out the work	N/A	10
RT-2.3 Capacity of Team to carry out the work	N/A	30
<b>Sub Total - Bidder Experience for Component 1</b>	<b>42 pts</b>	<b>70 pts</b>
<b>Bidder Experience for Component 2</b>	<b>Minimum (60%)</b>	<b>Maximum Points</b>
RT-3.1 Capacity of Bidder to carry out the work	N/A	30
RT-3.2 Capacity of Team to carry out the work	N/A	30
<b>Sub Total - Bidder Experience for Component 2</b>	<b>36 pts</b>	<b>60 pts</b>
<b>Bidder Experience for Component 3</b>	<b>Minimum (60%)</b>	<b>Maximum Points</b>
RT-4.1 Capacity of Bidder to carry out the work	N/A	30
RT-4.2 Capacity of Team to carry out the work	N/A	30
<b>Sub Total - Bidder Experience for Component 3</b>	<b>36 pts</b>	<b>60 pts</b>
<b>Total</b>	<b>180 pts</b>	<b>300 pts</b>

RT-1 Point Rated Technical Criteria - The Bidder's Proposed Work Plan			
Number	Description	Scoring Methodology	Cross Reference to Proposal
RT-1.1	<p><b>Understanding of the assignment</b>            The Bidder should demonstrate in its Work Plan its understanding of the work required in the Statement of Work. The Bidder is to provide a narrative of no more than three (3) pages in length detailing its understanding of the:</p> <ul style="list-style-type: none"> <li>— objectives;</li> <li>— scope; and,</li> <li>— roles and responsibilities and deliverables of the Statement of Work.</li> </ul> <p>The factors evaluated, at a minimum, include thoroughness, comprehension, clarity, completeness and accuracy.</p> <p>Only the first three (3) pages presented will be examined. Any additional pages will be ignored as if they were not submitted..</p>	<p>Scoring one (1) time the values in Table 1.</p> <p><b>Maximum: 10 Points</b></p>	
RT-1.2	<p><b>Approach and methodology</b>            The Bidder should demonstrate in its Work Plan that its approach and methodology to accomplish the work and to produce the deliverables for each Component in the Statement of Work are comprehensive and demonstrate how the Bidder will complete all aspects of the work.</p> <p>The Bidder's Work Plan should also include all chronological steps required from initiation to completion of the contract in order to respect the deadlines. The approach and methodology should be clearly described, coherent, relevant for the realization of the services, complete and realistic.</p> <p>This information should be presented in a description of no more than twenty (20) pages in length. Only the first twenty (20) pages</p>	<p>Scoring four (4) times the values in Table 1.</p> <p><b>Maximum: 40 Points</b></p>	

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RT-1 Point Rated Technical Criteria - The Bidder's Proposed Work Plan		
Number	Description	Scoring Methodology
RT-1.3	<p>presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p><b>Allocation of resources, responsibilities, level of effort</b>            The Bidder should demonstrate in its Work Plan that the assignment of personnel, allocation of responsibilities and level of effort for each Team Member and for all services in the Statement of Work are appropriate to the work. This should be presented in a description of no more than three (3) pages in length. Only the first three (3) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>To justify appropriate assignment of personnel, allocation of responsibilities and level of effort, the Bidder should provide a description of each Team Member's relevant experience (for a maximum of seven (7) members per Component). This should describe the projects that were assigned to each presented Team Member over, at a maximum, the past fifteen (15) years from bid closing date, and should describe the Team Member's role within that project. The description of the experience should be presented on no more than two (2) pages in length per Team Member. Only the first two (2) pages for each Team Member presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>For the purpose of the point rated technical criteria evaluation, Team and Team Members represent the members (up to a maximum of seven (7) resources for each Component) identified by the Bidder that will, altogether, complete at least 80% of the work, as described in the Statement of Work for each Component. The Team will be composed of up to seven (7) individual "Team Members".</p>	<p>Scoring three (3) times the values in Table 1.</p> <p><b>Maximum: 30 Points</b></p>
		Cross Reference to Proposal

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RT-1 Point Rated Technical Criteria - The Bidder's Proposed Work Plan			
Number	Description	Scoring Methodology	Cross Reference to Proposal
<b>RT-1.4</b>	<p><b>Risk management and contingency plan</b>            The Bidder should demonstrate that it has an effective risk management and contingency plan to account for foreseeable risks in the conduct of the work in the Statement of Work.</p> <p>The Bidder should clearly describe the elements of the project that are at risk and propose a mitigation plan that will allow the completion of the performance-based objectives within the allocated costs and time. The elements described should be pertinent and the mitigation plan should be realistic.</p> <p>This should be presented in a description of no more than three (3) pages in length. Only the first three (3) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p>	<p>Scoring one (1) times the values in Table 1.</p> <p><b>Maximum: 10 Points</b></p>	
<b>RT-1.5</b>	<p><b>Performance control system</b>            The Bidder should demonstrate that it has an effective performance control system and management approach including control and management of sub-contracts (if required) in place, that are applicable to the present work.</p> <p>The Bidder should demonstrate his quality and performance control process in terms of managing deliverables for each Component (identify Team Members involved in assuring quality control).</p> <p>This should be presented in a description of no more than four (4) pages in length. Only the first four (4) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p>	<p>Scoring two (2) times the values in Table 1.</p> <p><b>Maximum: 20 Points</b></p>	
<b>TOTAL POINTS - RT-1</b>		<b>Minimum required : 66 Points Maximum: 110 Points</b>	

RT-2 Point Rated Technical Criteria - Bidder Experience for Component 1		
Description	Scoring Methodology	Cross Reference to Proposal
<p><b>RT-2.1 : Capacity of the Bidder to carry out the work</b></p> <p>The Bidder should demonstrate its ability to conduct the work assigned in Component 1, as described in the Statement of Work, by detailing three (3) distinct projects already completed or for which construction started within in the past ten (10) years from bid closing date.</p> <p>Project descriptions should be presented on no more than three (3) pages per project. Only the first three (3) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>Altogether, the projects presented should cover the group of sub-criteria below:</p> <p><b>1. Projects with the development of a Business Case and evaluation of various modes of procurement.</b> The various procurement modes include, but are not limited to, Traditional, Design-Build, P3, etc. A project that includes a Business Case evaluating three (3) or more procurement modes, including a P3, and involves the government of Canada and the government of Québec is considered an asset but is not necessarily awarded maximum score.</p> <p><b>2. Projects with an analysis that includes the establishment and determination of risks and evaluation of transfer to the private sector.</b> Project that includes a risk analysis conducted in the context of a P3 project. A project with this type of risk analysis and also involving the government of Canada, the government of Québec, and a combination of subsequent roadway(s) and bridge(s) construction and/or reconstruction in an urban setting is considered an asset but is not necessarily awarded maximum score.</p> <p><b>3. Projects involving the development of an implementation plan.</b> The development of an implementation plan includes the definition of a critical path for the project from its planning phases until the end of construction.</p>	<p>Up to thirty (30) points will be allocated for the combination of the three (3) projects presented and demonstrating relevant work experience.</p> <p>Scoring will be three (3) times the values described in Table 1 for the combination of the projects presented.</p> <p>The sub-criteria, and their respective weights, will be evaluated as follows:</p> <p>1. Projects with the development of a Business Case and evaluation of various modes of procurement. Weight: 40%</p> <p>2. Projects with an analysis that includes the establishment and determination of risks and evaluation of transfer to the private sector. Weight: 40%</p>	

RT-2 Point Rated Technical Criteria - Bidder Experience for Component 1		
Description	Scoring Methodology	Cross Reference to Proposal
<p>A P3 project for the construction or reconstruction and/or operation of transportation infrastructures, in an urban setting and involving the government of Canada, the government of Québec is considered an asset but is not necessarily awarded maximum score</p>	<p>3. Projects involving the development of an implementation plan.            Weight: 20%</p> <p><b>Maximum: 30 points</b></p>	
<p><b>RT-2.2: Capacity of the Project Coordinator to carry out the work</b></p> <p>The Bidder should demonstrate the ability of the Project Coordinator to undertake the work described in the Statement of Work.</p> <p>A description clearly highlighting the experience of the presented Project Coordinator, in the past fifteen (15) years from bid closing date, relevant to the each sub-criterion below should be provided.</p> <p>The Project Coordinator's experience should be presented on a maximum of two (2) pages. Only the first two (2) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>The experience relevant to each sub-criterion can have been gained in different projects.</p> <p>The following sub-criteria will be evaluated with respect to the Project Coordinator's experience as a whole:</p> <p><b>1. Project Management.</b>            Project management includes, at a minimum, the development of Work Plans, the oversight of project schedules in the context of multidisciplinary projects and scoping of work from planning phases to the end of construction. A multidisciplinary project involving the transportation industry, financial advisory services, an engineering analysis (such as evaluation of design concepts, preliminary or detailed design) and the development of a Business Case is considered an asset but is not necessarily awarded maximum score.</p> <p><b>2. Briefings and presentations to Senior Management.</b></p>	<p>Up to ten (10) points will be allocated for the evaluated resource's relevant experience.</p> <p>Scoring will be one (1) time the values described in Table 1 for the resource presented.</p> <p>The sub-criteria, and their respective weights, will be evaluated as follows:</p> <p>1. Project Management.            Weight: 80%</p> <p>2. Briefings and presentations to Senior Management.            Weight: 20%</p> <p>Maximum: 10 points</p>	

<b>RT-2 Point Rated Technical Criteria - Bidder Experience for Component 1</b>		
<b>Description</b>	<b>Scoring Methodology</b>	<b>Cross Reference to Proposal</b>
<p>Senior Management, at Transport Canada, is equivalent to Director General or higher. Equivalents in other levels of government and private sector will be considered. Briefings and presentations to a combination of political staff and senior federal public servants of Canada is considered an asset but is not necessarily awarded maximum score.</p>		
<p><b>RT-2.3: Capacity of the Team to carry out the work</b></p> <p>The Bidder should demonstrate the ability of the Team assigned to Component 1 of the project to undertake the work described in the Statement of Work.</p> <p>For the purpose of this point rated technical criteria evaluation, Team and Team Members represent the members (up to a maximum of seven (7) resources for Component 1) identified by the Bidder that will, altogether, complete at least 80% of the work, as described in the Statement of Work for each Component. The Team will be composed of up to seven (7) individual "Team Members".</p> <p>If the Project Coordinator's involvement in Component 1 work is limited to project coordination functions, the Bidder does not have to include this resource as part of Component 1 Team.</p> <p>The Bidder should present the experience of a maximum of seven (7) Team Members, and must include the Component Lead resource assigned to Component 1.</p> <p>The Bidder should provide a description, of maximum two (2) pages in length, of each Team Member's relevant experience. Only the first two (2) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>The description should explain the projects that were assigned to the Team Member over, at a maximum, the past fifteen (15) years from bid closing date, and should demonstrate the Team Member's role within that project, as relevant to the sub-criteria described below. The Bidder must present projects that have reached completion or for which construction has started.</p>	<p>Up to thirty (30) points will be allocated for the evaluated resources' combined relevant experience.</p> <p>Scoring will be three (3) times the values described in Table 1 for the group of resources presented</p> <p>The sub-criteria, and their respective weights, will be evaluated as follows:</p> <ol style="list-style-type: none"> <li>1. Development of a Business Case including the evaluation of various modes of procurement. Weight: 40%</li> <li>2. Analysis including establishment and determination of risks and evaluation of transfer to the private sector. Weight: 40%</li> </ol>	

<b>RT-2 Point Rated Technical Criteria - Bidder Experience for Component 1</b>		
<b>Description</b>	<b>Scoring Methodology</b>	<b>Cross Reference to Proposal</b>
<p>The experience relevant to each sub-criterion can have been gained in various projects. It is not expected that each Team Member possess experience relevant to all of the sub-criteria described below. However, the composition of the Team's resources must possess experience relevant to all of the sub-criteria below.</p> <p>The following sub-criteria will be evaluated with respect to the Team's experience as a whole:</p> <p><b>1. Development of a Business Case including the evaluation of various modes of procurement.</b>                      The various procurement modes of procurement include, but are not limited to, Traditional, Design-Build, P3, etc. A project that includes a Business Case evaluating three (3) or more procurement modes, including a P3, and involves the government of Canada and the government of Québec is considered an asset but is not necessarily awarded maximum score.</p> <p><b>2. Analysis including establishment and determination of risks and evaluation of transfer to the private sector.</b>                      Project that includes a risk analysis conducted in the context of projects for the construction or reconstruction and/or operation of transportation infrastructure (bridge, roadway, highway, transit way, railway, airport, etc.) in an urban setting. A project with this type of risk analysis, particularly for a P3, and also involving the government of Canada, the government of Québec, a combination of subsequent roadway(s) and bridge(s) in an urban setting is considered an asset but is not necessarily awarded maximum score.</p> <p><b>3. Development of implementation plan.</b>                      The development of an implementation plan includes the definition of a critical path for the project from its planning phases until the end of construction. A P3 project for the construction or reconstruction and/or operation of transportation infrastructures, in an urban setting and</p>	<p>3. Development of implementation plans.                      Weight: 20%   <b>Maximum: 30 points</b></p>	

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<b>RT-2 Point Rated Technical Criteria - Bidder Experience for Component 1</b>		
<b>Description</b>	<b>Scoring Methodology</b>	<b>Cross Reference to Proposal</b>
involving the government of Canada, the government of Québec is considered an asset but is not necessarily awarded maximum score.		
<b>TOTAL POINTS - RT-2</b>	<b>Minimum required: 42 Points Maximum: 70 Points</b>	

**RT-3 Point Rated Technical Criteria - Bidder Experience for Component 2**

Description	Scoring Methodology	Cross Reference to Proposal
<p><b>RT-3.1 : Capacity of the Bidder to carry out the work</b></p> <p>The Bidder should demonstrate its ability to conduct the work assigned in Component 2, as described in the Statement of Work, by detailing three (3) distinct projects already completed or for which construction started within in the past ten (10) years from bid closing date.</p> <p>Project descriptions should be presented on no more than three (3) pages per project. Only the first three (3) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>Altogether, the projects presented should cover the group of sub-criteria below:</p> <p><b>1. Projects for infrastructure handling large volumes of traffic.</b>            An infrastructure handling traffic volumes of approximately 30 million vehicles or more annually for roadways and bridges, or 5 million passengers or more annually in the case of other transportation infrastructure, is considered to handle large volumes of traffic. An infrastructure handling more than approximately 50 million vehicles or more annually for bridges and roadways, or 15 million passengers annually in the case of other transportation infrastructure, is considered an asset but is not necessarily awarded maximum score.</p> <p><b>2. Projects involving public transit.</b>            Public transit includes, but is not limited to, transit buses, Light Rail Transit, subways or other systems. A project involving multiple types/modes of public transit, such as a combination of buses and Light Rail Transit, is considered an asset but is not necessarily awarded maximum score.</p> <p><b>3. Projects involving the implementation of tolls.</b>            A project where tolls are being considered for implementation. A project involving the implementation of tolls on corridors in an urban context where tolls were not previously applied and where various tolling schemes were evaluated is an asset but is not necessarily awarded maximum score.</p>	<p>Up to thirty (30) points will be allocated for the combination of the three (3) projects presented and demonstrating relevant work experience.</p> <p>Scoring will be three (3) times the values described in Table 1 for the combination of the projects presented.</p> <p>The sub-criteria, and their respective weights, will be evaluated as follows:</p> <ol style="list-style-type: none"> <li>1. Projects for infrastructure handling large volumes of traffic. Weight: 10%</li> <li>2. Projects involving public transit. Weight: 10%</li> <li>3. Projects involving the implementation of tolls. Weight: 20%</li> <li>4. Projects involving possible diversion of traffic to free alternative routes. Weight: 20%</li> </ol>	

<b>RT-3 Point Rated Technical Criteria - Bidder Experience for Component 2</b>		
<b>Description</b>	<b>Scoring Methodology</b>	<b>Cross Reference to Proposal</b>
<p><b>4. Projects involving possible diversion of traffic to free alternative routes.</b>            A project where traffic has the option to divert to an alternative route. A project that is in an urban context with mixed residential and commercial environments, with mixed traffic (commercial and commuter/private vehicles), and in which multiple free alternative routes are available for users is considered an asset but is not necessarily awarded maximum score.</p> <p><b>5. Projects involving complex traffic data analysis.</b>            A project involving a traffic data analysis with a minimum one (1) of the following:            - traffic scenarios with multiple route choices;            - future infrastructures that are not yet available to traffic but will impact the results of the traffic analysis;            - a mix of residential/local roadways and highways;            - the option for users to chose public transit alternatives; and,            - tolled roadways or other tolled transportation infrastructures in proximity.            A project involving all of the characteristics mentioned above is considered an asset but is not necessarily awarded maximum score.</p> <p>For the purpose of this criterion, projects involving possible diversion to free alternatives are considered projects that have the availability of different routes that users can decide to take to avoid paying a toll.</p>	<p>5. Projects involving complex traffic data analysis.            Weight: 40%   <b>Maximum: 30 points</b></p>	
<p><b>RT-3.2: Capacity of the Team to carry out the work</b></p> <p>The Bidder should demonstrate ability of the Team assigned to Component 2 of the project to undertake the work as described in the Statement of Work.</p> <p>For the purpose of this point rated technical criteria evaluation, Team and Team Members represent the members (up to a maximum of seven (7) resources for Component 2) identified by the Bidder that will, altogether, complete at least 80% of the work, as described in the</p>	<p>Up to thirty (30) points will be allocated for the evaluated resources' combined relevant experience.</p> <p>Scoring will be three (3) times the values described in Table 1 for the group of resources presented.</p>	

**RT-3 Point Rated Technical Criteria - Bidder Experience for Component 2**

Description	Scoring Methodology	Cross Reference to Proposal
<p>Statement of Work for each Component. The Team will be composed of up to seven (7) individual "Team Members".</p> <p>The Bidder should present the experience of a maximum of seven (7) Team Members, and must include the Component Lead resource assigned to Component 2.</p> <p>The Bidder should provide a description, of maximum two (2) pages in length, of each Team Member's relevant experience. Only the first two (2) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>The description should explain the projects that were assigned to the Team Member over, at a maximum, the past fifteen (15) years from bid closing date, and should demonstrate the Team Member's role within that project, as relevant to the sub-criteria described below. The Bidder must present projects that have reached completion or for which construction has started.</p> <p>The experience relevant to each sub-criterion can have been gained in different projects. It is not expected that each Team Member possess experience relevant to all of the sub-criteria described below. However, the composition of the Team's resources must possess experience relevant to all of the criteria below.</p> <p>The Bidder should describe the Team Member's relevant experience in conducting complex traffic data analysis and developing traffic revenue forecasts for similar projects and should include characteristics as described in the following sub-criteria:</p> <p><b>1. Projects for infrastructure handling large volumes of traffic.</b>            An infrastructure handling traffic volumes of approximately 30 million vehicles or more annually for roadways and bridges, or 5 million passengers or more annually in the case of other transportation infrastructure, is considered to handle large volumes of traffic. An infrastructure handling more than approximately 50 million vehicles or more annually for bridges and roadways, or 15 million passengers annually in the case of other transportation infrastructure, is considered an asset but is not necessarily awarded maximum score.</p>	<p>The sub-criteria, and their respective weights, will be evaluated as follows:</p> <ol style="list-style-type: none"> <li>1. Projects for infrastructure handling large volumes of traffic. Weight: 20%</li> <li>2. Projects involving public transit. Weight: 20%</li> <li>3. Projects involving the implementation of tolls. Weight: 20%</li> <li>4. Projects involving possible diversion of traffic to free alternative routes. Weight: 20%</li> <li>5. Projects involving complex traffic data analysis. Weight: 20%</li> </ol> <p><b>Maximum: 30 points</b></p>	

<b>RT-3 Point Rated Technical Criteria - Bidder Experience for Component 2</b>		
<b>Description</b>	<b>Scoring Methodology</b>	<b>Cross Reference to Proposal</b>
<p><b>2. Projects involving public transit.</b>            Public transit includes, but is not limited to, transit buses, Light Rail Transit, subways or other systems. A project involving multiple types/modes of public transit, such as a combination of buses and Light Rail Transit, is considered an asset but is not necessarily awarded maximum score.</p> <p><b>3. Projects involving the implementation of tolls.</b>            A project where tolls are being considered for implementation is considered similar. A project involving the implementation of tolls on corridors in an urban context where tolls were not previously applied and where various tolling schemes were evaluated is an asset but is not necessarily awarded maximum score.</p> <p><b>4. Projects involving possible diversion of traffic to free alternative routes.</b>            A project where traffic has the option to divert to an alternative route is considered similar. A project that is in an urban context with mixed residential and commercial environments, and with mixed traffic (commercial and commuter/private vehicles), and in which multiple free alternative routes are available for users is considered an asset but is not necessarily awarded maximum score.</p> <p><b>5. Projects involving complex traffic data analysis.</b>            A project involving a traffic data analysis with a minimum one (1) of the following is considered similar:            - a traffic scenarios with multiple route choices;            - future infrastructures that are not yet available to traffic but will impact the results of the traffic analysis;            - a mix of residential/local roadways and highways;            - the option for users to chose public transit alternatives; and,</p>		

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RT-3 Point Rated Technical Criteria - Bidder Experience for Component 2		
Description	Scoring Methodology	Cross Reference to Proposal
<p>- tolled roadways or other tolled transportation infrastructures in proximity. A project involving more than all of the characteristics mentioned above is considered an asset but is not necessarily awarded maximum score.</p> <p>For the purpose of this criterion, projects involving possible diversion to free alternatives are considered projects that have the availability of different routes that users can decide to take to avoid paying a toll.</p>		
<b>TOTAL POINTS - RT-3</b>		<b>Minimum required : 36 Points Maximum : 60 Points</b>

**RT-4 Point Rated Technical Criteria - Bidder Experience for Component 3**

Description	Scoring Methodology	Cross Reference to Proposal
<p><b>RT4.1: Capacity of the Bidder to carry out the work</b></p> <p>The Bidder should demonstrate its ability to conduct the work assigned in Component 3, as described in the Statement of Work, by detailing three (3) distinct projects already completed or for which construction started within the past ten (10) years from bid closing date.</p> <p>Project descriptions should be presented on no more than three (3) pages per project. Only the first three (3) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>Altogether, the projects presented should cover the group of sub-criteria below:</p> <p><b>1. Projects involving bridges with multiple lanes in each direction.</b>            A bridge with two (2) or more lanes in each direction is considered to have multiple lanes in each direction. A bridge with four (4) or more lanes in each direction and including lane(s) reserved for public transit and bicycle or recreational path(s) is considered an asset but is not necessarily awarded maximum score.</p> <p><b>2. Projects involving long bridges.</b>            A bridge of more than 250 meter in length (abutment to abutment) is considered to be long. A bridge that is longer than 1.5 kilometers and that spans over major navigable waters is an asset but is not necessarily awarded maximum score.</p> <p><b>3. Project involving highways.</b>            Highways must have at least two (2) lanes in each direction and a posted speed limit of at least 70 km/h. Highways with four (4) or more lanes in each direction, including lanes reserved for public transit (buses, Light Rail Transit or other modes) are an asset but is not necessarily awarded maximum score.</p> <p><b>4. Projects involving complex transportation infrastructures.</b>            Complex transportation infrastructures can include, but is not limited to, projects involving the combination of multiple transportation infrastructures (bridges, tunnels, overpasses, railways, highways, retaining walls, etc.). Projects in an urban context that also have all of the following characteristics are an asset but is not necessarily awarded maximum score:            - a combination of bridges, highways and other transportation infrastructures;            - a bridge designated as "lifeline" (as defined in CAN/CSA-S6-06);            - a combination of modes of public transit (buses, Light Rail Transit or other); and</p>	<p>Up to thirty (30) points will be allocated for the combination of the three (3) projects presented and demonstrating relevant work experience.</p> <p>Scoring will be three (3) times the values described in Table 1 for the combination of the projects presented.</p> <p>The sub-criteria, and their respective weights, will be evaluated as follows:</p> <p>1. Projects involving bridges with multiple lanes in each direction.            Weight: 15%</p> <p>2. Projects involving long bridges.            Weight: 15%</p> <p>3. Project involving highways.            Weight: 15%</p> <p>4. Projects involving complex transportation infrastructures.            Weight: 55%</p> <p><b>Maximum: 30 points</b></p>	

RT-4 Point Rated Technical Criteria - Bidder Experience for Component 3		
Description	Scoring Methodology	Cross Reference to Proposal
<p>- involve the relocation or integration/installation of public utilities (such as hydro, gas, sewer, water, cables, etc.</p> <p><b>RT-4.2: Capacity of the Team to carry out the work</b></p> <p>The Bidder should demonstrate the ability of the Team assigned to Component 3 of the project, as described in the Statement of Work, to conduct such a service.</p> <p>For the purpose of this point rated technical criteria evaluation, Team and Team Members represent the members (up to a maximum of seven (7) resources for Component 3) identified by the Bidder that will, altogether, complete at least 80% of the work, as described in the Statement of Work for each Component. The Team will be composed of up to seven (7) individual "Team Members".</p> <p>The Bidder should present the experience of a maximum of seven (7) Team Members, and must include the Component Lead resource assigned to Component 3.</p> <p>The Bidder should provide a description, of maximum two (2) pages in length, of each Team Member's relevant experience. Only the first two (2) pages presented will be examined. Any additional pages will be ignored as if they were not submitted.</p> <p>The description should explain the projects that were assigned to the Team Member over, at a maximum, the past fifteen (15) years from bid closing date, and should demonstrate the Team Member's role within that project, as relevant to the sub-criteria described below. The Bidder must present projects that have reached completion or for which construction has started.</p> <p>The experience relevant to each sub-criterion can have been gained in different projects. It is not expected that each Team Member possess experience relevant to all of the criteria described below. However, the composition of the Team's resources must possess experience relevant to all of the criteria below.</p>	<p>Up to thirty (30) points will be allocated for the evaluated resources' combined relevant experience.</p> <p>Scoring will be three (3) times the values described in Table 1 for the group of resources presented</p> <p>The sub-criteria, and their respective weights, will be evaluated as follows:</p> <ol style="list-style-type: none"> <li>1. Design of major bridges. Weight: 35%</li> <li>2. Design of major highways. Weight: 15%</li> <li>3. Preparation of traffic management plans. Weight: 15%</li> <li>4. Estimation of construction costs. Weight: 20%</li> <li>5. Project management and planning of large scale civil engineering projects.</li> </ol>	

<b>RT-4 Point Rated Technical Criteria - Bidder Experience for Component 3</b>		
<b>Description</b>	<b>Scoring Methodology</b>	<b>Cross Reference to Proposal</b>
<p>The following sub-criteria will be evaluated with respect to the Team's experience as a whole:</p> <p><b>1. Design of major bridges.</b>            A major bridge, for the purpose of this criterion, is at a minimum a bridge longer than approximately 250 meters (abutment to abutment), with at least two (2) or more lanes in each direction. The design of a bridge with all of the following characteristics and/or constraints is considered an asset but is not necessarily awarded maximum score:</p> <ul style="list-style-type: none"> <li>- more than approximately 1.5 kilometers in length</li> <li>- four (4) or more lanes in each direction;</li> <li>- includes lanes reserved for public transit (buses, Light Rail Transit or other mode);</li> <li>- designated "lifeline" (as as defined in CAN/CSA-S6-06);</li> <li>- spans a navigable waterway; and,</li> <li>- in an urban context.</li> </ul> <p><b>2. Design of major highways.</b>            Design of a highway with two (2) or more lanes in each direction, with posted speed limit of at least 70 km/h. The design of a highway with all of the following characteristics and/or constraints is considered an asset but is not necessarily awarded maximum score:</p> <ul style="list-style-type: none"> <li>- three (3) or more lanes in each direction;</li> <li>- posted speed limit of 100 km/h;</li> <li>- in an urban context;</li> <li>- including access ramps, interchanges;</li> <li>- including lanes reserved for public transit (buses, Light Rail Transit or other modes); and,</li> <li>- including the relocation of major public utilities such as high tension tower lines.</li> </ul> <p><b>3. Preparation of traffic management plans.</b></p>	<p>Weight: 15%</p> <p style="text-align: center;"><b>Maximum: 30 points</b></p>	

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RT-4 Point Rated Technical Criteria - Bidder Experience for Component 3		
Description	Scoring Methodology	Cross Reference to Proposal
<p>This includes the preparation of plans to manage traffic activities during construction of bridges, roadways or other roadways transportation infrastructure. The preparation of traffic management plans for a project that includes a combination of bridge(s) and highway(s), in an urban context, is considered an asset but is not necessarily awarded maximum score.</p> <p><b>4. Estimation of construction costs.</b>            This includes the estimation of costs for the construction of bridges and highways. The estimation of construction costs for projects in an urban context that include all of the following is considered as asset but is not necessarily awarded maximum score:</p> <ul style="list-style-type: none"> <li>- reconstruction of existing infrastructures;</li> <li>- demolition/deconstruction of bridge(s) and roadway(s);</li> <li>- traffic management implications;</li> <li>- relocation of utilities;</li> <li>- long term operation, maintenance and rehabilitation; and,</li> <li>- installation of tolling systems of new and existing transportation infrastructures.</li> </ul> <p><b>5. Project management and planning of large scale civil engineering projects.</b>            The ability to undertake project management and project planning functions for large scale engineering projects, and involves coordinating, overseeing and ensuring the overall integration of the various civil engineering disciplines in this project with respect to one another. The various civil engineering implications in this project are described in the above sub-criteria 1, 2, 3 and 4 of RT-4.2.</p>		
<b>TOTAL POINTS - RT-4</b>		
		<b>Minimum required : 36 Points Maximum : 60 Points</b>

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## **PART 5 - CERTIFICATIONS**

Bidders must provide the required certifications to be awarded a contract. Canada will declare a bid non-responsive if the required certifications are not completed and submitted as requested. Bidders should provide the required certifications in Section III of their bid.

Compliance with the certifications bidders provide to Canada is subject to verification by Canada during the bid evaluation period (before award of a contract) and after award of a contract. The Contracting Authority will have the right to ask for additional information to verify bidders' compliance with the certifications before award of a contract. The bid will be declared non-responsive if any certification made by the Bidder is untrue, whether made knowingly or unknowingly. Failure to comply with the certifications or to comply with the request of the Contracting Authority for additional information will also render the bid non-responsive.

### **1. Certifications Precedent to Contract Award**

The certifications included in Attachment 1 to Part 5, Certifications Precedent to Contract Award, should be completed and submitted with the bid, but may be submitted afterwards. If any of these required certifications is not completed and submitted as requested, the Contracting Authority will so inform the Bidder and provide the Bidder with a time frame within which to meet the requirement. Failure to comply with the request of the Contracting Authority and meet the requirement within that time period will render the bid non-responsive.

## ATTACHMENT 1 to PART 5 CERTIFICATIONS PRECEDENT TO CONTRACT AWARD

### 1. Federal Contractors Program - \$200,000 or more

1. The Federal Contractors Program (FCP) requires that some suppliers, including a supplier who is a member of a joint venture, bidding for federal government contracts, valued at \$200,000 or more (including all applicable taxes), make a formal commitment to implement employment equity. This is a condition precedent to contract award. If the Bidder is subject to the FCP or, if the Bidder is a joint venture and if any of the members of the joint venture is subject to the FCP, evidence of the commitment made by the Bidder or by each member of the joint venture who is subject to the FCP must be provided by the Bidder before the award of any contract resulting from the bid solicitation.

Suppliers who have been declared ineligible contractors by Human Resources and Skills Development Canada (HRSDC) are no longer eligible to receive government contracts over the threshold for solicitation of bids as set out in the *Government Contracts Regulations*. Suppliers may be declared ineligible contractors either, as a result of a finding of non-compliance by HRSDC, or, following their voluntary withdrawal from the FCP for a reason other than the reduction of their workforce to less than 100 employees. Any bids from ineligible contractors, including a bid from a joint venture that has a member who is an ineligible contractor, will be declared non-responsive.

2. The Bidder or, if the Bidder is a joint venture, any of the members of the joint venture who does not fall within the exceptions enumerated in 3.a or b below or does not have a valid certificate number confirming its adherence to the FCP must fax (819-953- 8768) a copy of the signed form LAB 1168, Certificate of Commitment to Implement Employment Equity, to the Labour Branch of HRSDC.
3. The Bidder or, if the Bidder is a joint venture, the member of the joint venture certifies its status with the FCP, as follows:

The Bidder or the member of the joint venture

- a. ( ) is not subject to the FCP, having a workforce of less than 100 permanent full-time, permanent part-time and/or temporary employees having worked 12 weeks or more in Canada;
- b. ( ) is not subject to the FCP, being a regulated employer under the Employment Equity Act, S.C. 1995, c. 44;
- c. ( ) is subject to the requirements of the FCP, having a workforce of 100 or more permanent full-time, permanent part-time and/or temporary employees having worked 12 weeks or more in Canada, but has not previously obtained a certificate number from HRSDC (having not bid on requirements of \$200,000 or more), in which case a duly signed certificate of commitment is attached;
- d. ( ) is subject to the FCP, has not been declared an ineligible contractor by HRSDC, and has a valid certificate number as follows: \_\_\_\_\_ .

Further information on the FCP is available on the HRSDC Web site.

## 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.

### Definitions

For the purposes of this clause,

"former public servant" is any former member of a department as defined in the *Financial Administration Act, R.S., 1985, c. F-11*, a former member of the Canadian Armed Forces or a former member of the Royal Canadian Mounted Police. A former public servant may be:

- a) an individual;
- b) an individual who has incorporated;
- c) a partnership made of former public servants; or
- d) a sole proprietorship or entity where the affected individual has a controlling or major interest in the entity.

"lump sum payment period" means the period measured in weeks of salary, for which payment has been made to facilitate the transition to retirement or to other employment as a result of the implementation of various programs to reduce the Public Service. The lump sum payment period does not include the period of severance pay, which is measured in a like manner.

"pension" means, in the context of the fee abatement formula, a pension or annual allowance paid under the *Public Service Superannuation Act (PSSA), R.S., 1985, c. P-36*, and any increases paid pursuant to the *Supplementary Retirement Benefits Act, R.S., 1985, c. S-24* as it affects the PSSA. It does not include pensions payable pursuant to the *Canadian Forces Superannuation Act, R.S., 1985, c. C-17*, the *Defence Services Pension Continuation Act, 1970, c. D-3*, the *Royal Canadian Mounted Police Pension Continuation Act, 1970, c. R-10*, and the *Royal Canadian Mounted Police Superannuation Act, R.S., 1985, c. R-11*, the *Members of Parliament Retiring Allowances Act, R.S., 1985, c. M-5*, and that portion of pension payable to the *Canada Pension Plan Act, R.S., 1985, c. C-8*.

### Former Public Servant in Receipt of a Pension

Is the Bidder a FPS in receipt of a pension as defined above ? **YES ( ) NO ( )**

If so, the Bidder must provide the following information:

- a) name of former public servant; and
- b) date of termination of employment or retirement from the Public Service.

### Work Force Reduction Program

Is the Bidder a FPS who received a lump sum payment pursuant to the terms of a work force reduction program? **YES ( ) NO ( )**

If so, the Bidder must provide the following information:

- a) name of former public servant;
- b) conditions of the lump sum payment incentive;
- c) date of termination of employment;
- d) amount of lump sum payment;
- e) rate of pay on which lump sum payment is based;
- f) period of lump sum payment including start date, end date and number of weeks; and
- g) number and amount (professional fees) of other contracts subject to the restrictions of a work force reduction program.

For all contracts awarded during the lump sum payment period, the total amount of fees that may be paid to a FPS who received a lump sum payment is \$5,000, including Goods and Services Tax or Harmonized Sales Tax.

### **Certification**

By submitting a bid, the Bidder certifies that the information submitted by the Bidder in response to the above requirements is accurate and complete.

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### **3. Status and Availability of Resources**

The Bidder certifies that, should it be awarded a contract as a result of the bid solicitation, every individual proposed in its bid will be available to perform the Work as required by Canada's representatives and at the time specified in the bid solicitation or agreed to with Canada's representatives. If for reasons beyond its control, the Bidder is unable to provide the services of an individual named in its bid, the Bidder may propose a substitute with similar qualifications and experience. The Bidder must advise the Contracting Authority of the reason for the substitution and provide the name, qualifications and experience of the proposed replacement. For the purposes of this clause, only the following reasons will be considered as beyond the control of the Bidder: death, sickness, maternity and parental leave, retirement, resignation, dismissal for cause or termination of an agreement for default.

If the Bidder has proposed any individual who is not an employee of the Bidder, the Bidder certifies that it has the permission from that individual to propose his/her services in relation to the Work to be performed and to submit his/her résumé to Canada. The Bidder must, upon request from the Contracting Authority, provide a written confirmation, signed by the individual, of the permission given to the Bidder and of his/her availability.

### **4. Education and Experience**

The Bidder certifies that all the information provided in the résumés and supporting material submitted with its bid, particularly the information pertaining to education, achievements, experience and work history, has been verified by the Bidder to be true and accurate. Furthermore, the Bidder warrants that every individual proposed by the Bidder for the requirement is capable of performing the Work described in the resulting contract.

### **5. Licensing Requirements**

5.1 Contractor and (or) sub-contractor Team members shall be, or be eligible to be licensed, certified or otherwise authorized to provide the necessary professional services to the full extent that may be required by provincial or territorial law in the Province of Quebec.

5.2 By virtue of submission of a bid, the Bidder certifies that the Bidder's Contractor and (or) sub-contractor Team are in compliance with the requirements of subsection 5.1 above. The Bidder acknowledges that PWGSC reserves the right to verify any information in this regard and that false or erroneous certification may result in the proposal being declared non-responsive.

### **6. Language Capability**

The Bidder certifies that it has the language capability to perform the Work, as stipulated in the Statement of Work.

Furthermore, the Bidder warrants that every individual proposed by the Bidder for the requirement meets the language requirements, as stipulated in the Statement of Work.

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## **PART 6 - FINANCIAL REQUIREMENTS**

### **1. Financial Capability**

SACC Manual clause A9033T(2011-05-16), Financial Capability

Article 1 of clause A9033T (2011-05-16), Financial Capability, is amended as follows:

Delete: fifteen (15) days

Insert: seven (7) calender days

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## PART 7 - RESULTING CONTRACT CLAUSES

The following clauses and conditions apply to and form part of any contract resulting from the bid solicitation.

### 1. Statement of Work

The Contractor must perform the Work in accordance with the Statement of Work in Annex A, and the Contractor's technical bid dated \_\_\_\_\_ **(will be inserted at contract award)**.

#### 1.1 Optional Goods or Services, or both

The Contractor grants to Canada the irrevocable option to acquire the goods, services or both described at Annex A of the Contract under the same conditions and at the prices and/or rates stated in the Contract. The option may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.

The Contracting Authority may exercise the option at any time before the expiry of the Contract by sending a written notice to the Contractor.

### 2. Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

#### 2.1 General Conditions

2035 (2012-03-02), General Conditions - Higher Complexity - Services, apply to and form part of the Contract.

#### 2.2 Conflict of Interest

The contractor and subcontractors named in the contract, either as an individual or as part of a joint venture, may not provide advice or information either directly or indirectly for any private firm regarding the work for the new bridge's corridor if the Government of Canada decides to establish a public-private partnership (P3) to carry out the work. The contractor and subcontractors named in the contract, either as an individual or as part of a joint venture, may not bid on this public-private partnership (P3).

#### 2.3 Supplemental General Conditions

4007 (2010-08-16) Canada to Own Intellectual Property Rights in Foreground Information apply to and form part of the Contract.

#### 2.4 Disclosure certification

At the end of the work, the Contractor must provide the Technical Authority and the Contracting Authority with a copy of the disclosure certification in Appendix C, to confirm that all applicable disclosures have

been submitted or that there were no disclosures to submit in accordance with section 2 of Supplemental General Conditions 4007.

**2.5 Non-disclosure Agreement**

The Contractor must obtain from its employee(s) or subcontractor(s) the completed and signed non-disclosure agreement, attached at Annex D, and provide it to the Technical Authority before they are given access to information by or on behalf of Canada in connection with the Work.

**2.6 Specific Person(s)**

The Contractor must provide the services of the following person(s) to perform the Work as stated in the Contract: **(will be inserted at contract award)**

Componant 1:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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Componant 2:

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Componant 3:

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**3. Term of Contract**

**3.1 Period of the Contract**

The contract period starts on the contract date and ends a maximum of 36 months later.

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## 4. Authorities

### 4.1 Contracting Authority

The Contracting Authority for the Contract is:

Andrée-Anne Gabra  
Acting acquisition chief  
Acquisition Branch  
Public Works and Government Services Canada  
601-1550 D'Estimauville Avenue, Quebec City, Quebec G1J 0C7  
Andree-anne.gabra@tpsgc-pwgsc.gc.ca  
Telephone: (418) 649-2836  
Facsimile: (418) 648-2209

The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority.

### 4.2 Project Authority (will be inserted at contract award)

The Project Authority for the Contract is:

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Organization: \_\_\_\_\_  
Address: \_\_\_\_\_  
  
Telephone: \_\_\_\_-\_\_\_\_-\_\_\_\_  
Facsimile: \_\_\_\_-\_\_\_\_-\_\_\_\_  
E-mail address: \_\_\_\_\_

The Project Authority is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Project Authority; however, the Project Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

#### 4.3 Contractor's Representative Project Coordinator (will be inserted at contract award)

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_ - \_\_\_ - \_\_\_

Facsimile: \_\_\_ - \_\_\_ - \_\_\_

E-mail address: \_\_\_\_\_

The Project Coordinator must be a resource assigned to Component 1 (Input to project planning and development of the Business Case). This resource will be managing the implementation of the overall project, including the identification, analysis, planning, tracking and control of the progress on a continuous basis.

## 5. Payment

### 5.1 Basis of Payment

#### 5.1.1 Firm Price

##### 5.1.1.1 Part A - Professional services

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract , the Contractor will be paid a firm price of \$\_\_\_\_\_ **(the amount will be inserted at contract award)**. Customs duty are included and Goods and Services Tax or Harmonized Sales Tax is extra, if applicable.

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

##### 5.1.1.2 Part C - Optional Professional services

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract , the Contractor will be paid a firm price of \$\_\_\_\_\_ **(the amount will be inserted at award of the options)**. Customs duty are included and Goods and Services Tax or Harmonized Sales Tax is extra, if applicable.

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

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### 5.1.2 Limitation of Expenditures- Authorized travel and living expenses

For the requirements relative to travel described in section 10 of the Statement of Work in Annex A:

The Contractor will be reimbursed its authorized travel and living expenses reasonably and properly incurred in the performance of the Work, at cost, without any allowance for profit and administrative overhead, in accordance with the meal, private vehicle and incidental expenses provided in Appendices B, C and D of the Treasury Board Travel Directive, and with the other provisions of the directive referring to "travellers", rather than those referring to "employees", to a limitation of expenditure of **\$50 000.00**. Customs duty are included and Goods and Services Tax or Harmonized Sales Tax is extra, if applicable.

All travel must have the prior authorization of the Technical Authority.

The authorized travel and living expenses will be paid upon submission of an itemized statement supported by receipt vouchers. All payments are subject to government audit.

Canada will not accept any travel and living expenses for any relocation of resource required to satisfy the terms of the Contract.

### 5.2 Canada's Total Liability - Authorized Travel and Living Expenses

1. Canada's total liability to the Contractor under the Contract for authorized travel and living expenses must not exceed **\$50 000.00**. Customs duty are included and Goods and Services Tax or Harmonized Sales Tax is extra, if applicable.
2. No increase in the total liability of Canada or in the price of the Work resulting from any design changes, modifications or interpretations of the Work, will be authorized or paid to the Contractor unless these design changes, modifications or interpretations have been approved, in writing, by the Contracting Authority before their incorporation into the Work. The Contractor must not perform any work or provide any service that would result in Canada's total liability for travel and living expenses being exceeded before obtaining the written approval of the Contracting Authority. The Contractor must notify the Contracting Authority in writing as to the adequacy of this sum:
  - (a) when it is 75 percent committed, or
  - (b) four (4) months before the Contract expiry date, or
  - (c) As soon as the Contractor considers that the contract funds provided are inadequate for the completion of the Work,whichever comes first.
3. If the notification is for inadequate contract funds, the Contractor must provide to the Contracting Authority a written estimate for the additional funds required. Provision of such information by the Contractor does not increase Canada's liability.

### 5.3 Method of Payment

#### 5.3.1 Milestone Payments: Part A - Professional services

Canada will make milestone payments in accordance with the Schedule of Milestones detailed in the Contract and the payment provisions of the Contract if:

- (a) an accurate and complete claim for payment using form Progress payments PWGSC-TPSGC 1111 (<http://www.tpsgc-pwgsc.gc.ca/app-acq/forms/documents/1111.pdf>) and any other document required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- (b) all the certificates appearing on form Progress payments PWGSC-TPSGC 1111 have been signed by the respective authorized representatives;
- (c) all work associated with the milestone and as applicable any deliverable required has been completed and accepted by Canada.

#### 5.3.2 Schedule of Milestones

The schedule of milestones for which payments will be made in accordance with the Contract is as follows:

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

SERVICES	MILESTONE	DELIVERABLES	% OF PAYMENT
1	1.1	Draft report	5%
	1.2	Final report	5%
2	1.3	Draft report - Assessment of tolls and P3 possibilities for other JCCBI structures in Montreal	15%
	1.4	Final Report - Assessment of tolls and P3 possibilities for other JCCBI structures in Montreal	5%
3	1.5	Risk Assessment Report, including quantitative risk matrix	20%
	1.6	Draft final report Business Case	30%
	1.7	Final report Business Case and Presentation on Final report	20%

#### Component 2 - Traffic and Revenue Forecasts

SERVICES	MILESTONE	DELIVERABLES	% OF PAYMENT
1	2.1	Methodology for the forecasting	20%
	2.2	Model	25%
	2.3	Draft report	40%
	2.4	Final report	15%

### Component 3 - Preliminary Design and Costing

SERVICES	MILESTONE	DELIVERABLES	% OF PAYMENT
1 to 6	3.1	Draft Report - Additional bridge structural design concepts to be retained for further consideration, including benefits, drawbacks and general overview of costs	10%
	3.2	Draft Preliminary Design and Costing report and associated draft engineering drawings, for input and validation, including a preliminary cost evaluation for detailed design and construction of the project alternatives	60%
	3.3	Final Preliminary Design and Costing report, including associated engineering drawings	30%

#### 5.3.3 Monthly Payments: Part B - Travel and living expenses

Canada will pay the Contractor on a monthly basis for the authorized travel and living expenses during the month covered by the invoice in accordance with the payment provisions of the Contract if:

- a. an accurate and complete invoice and any other documents required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- b. all such documents have been verified by Canada;
- c. the Work performed has been accepted by Canada.

#### 5.3.4 Single Payment: Part C - Optional Professional Services

Canada will pay the Contractor upon completion and delivery of the Work in accordance with the payment provisions of the Contract if:

- a. an accurate and complete invoice and any other documents required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- b. all such documents have been verified by Canada;
- c. the Work delivered has been accepted by Canada.

### 5.4 SACC Manual Clauses

C2000C (2007-11-30), Taxes - Foreign-based Contractor

### 5.5 Discretionary Audit

C0705C (2010-01-11), Discretionary Audit

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## 6. Invoicing Instructions - Payment claims

### 6.1 Invoicing Instructions - Milestone and monthly claims

1. The Contractor must submit a claim for progress payment using form PWGSC-TPSGC 1111 (<http://www.tpsgc-pwgsc.gc.ca/app-acq/forms/documents/1111.pdf>).

#### 1.1 Part A - Professional Services:

Each claim must show:

- (a) all information required on form PWGSC-TPSGC 1111;
- (b) all applicable information detailed under the section entitled "Invoice Submission" of the general conditions;
- (c) the description and value of the milestone claimed as detailed in the Contract.

Each claim must be supported by:

- (a) a copy of the monthly progress report;
- (b) a certification from the Technical Authority certifying that the invoiced work is complete.

#### 1.2 Part B - Travel and living expenses

Each claim must show:

- (a) all information required on form PWGSC-TPSGC 1111;
- (b) all applicable information detailed under the section entitled "Invoice Submission" of the general conditions;
- (c) a list of all expenses;

Each claim must be supported by:

- (a) a copy of the invoices, receipts, vouchers for all direct expenses, and all travel and living expenses;

2. Goods and Services Tax (GST) or Harmonized Sales Tax (HST), as applicable, must be calculated on the total amount of the claim.
3. The Contractor must prepare and certify one original and two (2) copies of the claim on form PWGSC-TPSGC 1111, and forward it to the following address for certification.

**Att: Solange Labrie**

Public Works and Government Services Canada

601-1550 D'Estimauville Avenue, Quebec City, Quebec G1J 0C7

**Email:** [solange.labrie@tpsgc-pwgsc.gc.ca](mailto:solange.labrie@tpsgc-pwgsc.gc.ca)

The Contracting Authority will then forward the original and two (2) copies of the claim to the Technical Authority for appropriate certification after inspection and acceptance of the Work takes place, and onward submission to the Payment Office for the remaining certification and payment.

4. The Contractor must not submit claims until all work identified in this claim is completed.

## 6.2 Part C - Optional Professional Services

1. The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions. Invoices cannot be submitted until all work identified in the invoice is completed.

2. The original and one (2) copies must be forwarded to the following address for certification and payment:

**Att: Solange Labrie**

Public Works and Government Services Canada

601-1550 D'Estimauville Avenue, Quebec City, Quebec G1J 0C7

**Email:** solange.labrie@tpsgc-pwgsc.gc.ca

## 7. Certifications

- 7.1 Compliance with the certifications provided by the Contractor in its bid is a condition of the Contract and subject to verification by Canada during the term of the Contract. If the Contractor does not comply with any certification or it is determined that any certification made by the Contractor in its bid is untrue, whether made knowingly or unknowingly, Canada has the right, pursuant to the default provision of the Contract, to terminate the Contract for default.

## 8. Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in \_\_\_\_\_. **(will be inserted at contract award)**

## 9. Priority of Documents

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

- (a) the Articles of Agreement;
- (b) the supplemental general conditions 4007 (2010-08-16) Canada to Own Intellectual Property Rights in Foreground Information apply to and form part of the Contract.
- (c) the general conditions 2035 (2011-05-16), General Conditions - Higher Complexity - Services;
- (d) Annex A, Statement of Work;
- (e) Annex B, Basis of Payment;
- (f) Annex C, Contractor disclosure of foreground information
- (g) Annex D, Non-disclosure Agreement

(h) the Contractor's bid dated on \_\_\_\_\_ **(will be inserted at contract award)**

**10. Foreign Nationals (Foreign Contractor)**

SACC Manual clause A2001C (2006-06-16), Foreign Nationals (Foreign Contractor)

OR

**10. Foreign Nationals (Canadian Contractor)**

SACC Manual clause A2000C (2006-06-16), Foreign Nationals (Canadian Contractor)

**11. Insurance**

SACC Manual clause G1005C (2008-05-12), Insurance

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.

File No. - N° du dossier

QCL-1-34891

Buyer ID - Id de l'acheteur

qcl034

CCC No./N° CCC - FMS No./N° VME

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## **ANNEX A**

### **STATEMENT OF WORK**

#### **BUSINESS CASE, TRAFFIC & REVENUE FORECASTS AND PRELIMINARY DESIGN & COSTING**

#### **NEW BRIDGE FOR THE ST. LAWRENCE**

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## 1. ACRONYMS

The following acronyms are use throughout this document.

Table 1: Acronyms

<b>AMT</b>	Agence mtropolitaine de transport
<b>CN</b>	Canadian National Railway Company
<b>JCCBI</b>	Jacques Cartier and Champlain Bridges Incorporated
<b>LRT</b>	Light Rail Transit
<b>MTQ</b>	Ministère des Transports du Québec
<b>SLSMC</b>	St. Lawrence Seaway Management Corporation
<b>TC</b>	Transport Canada

## 2. REQUIREMENTS

Transport Canada (TC) requires the professional services of advisors to assist with the development of the New Bridge for the St. Lawrence (New Bridge Corridor) project in Montreal. The services required are divided into three main Components: (1) Input to project planning and development of the Business Case, (2) Traffic and revenue forecasting and (3) Preliminary design and costing. This contract also includes optional services. The contract will have to be completed within 36 months of award of contract.

The Contractor cannot sub-contract any of the work under Component 1. Sub-contracting is permitted for the work under Components 2 and 3.

The Contractor will have to assign a "Project Coordinator" for the entire contract. The Project Coordinator must be a resource assigned to Component 1 (Input to project planning and development of the Business Case). This resource will be managing the implementation of the overall project, including the identification, analysis, planning, tracking and control of the progress on a continuous basis.

### 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).

### 2.2 Component 2 -Traffic and Revenue Forecasts

The Contractor will conduct the forecasting of traffic and revenue levels and scenarios for use in the development of a Business Case for the New Bridge Corridor and for decision making by the federal government.

In order to determine the financial risks of this large-scale infrastructure project, both for the private sector and the federal government, it is essential to forecast, in the most reliable way possible, traffic flow and toll revenues that could be generated with the creation of this new infrastructure. This involves a

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detailed review of existing traffic flow and an in-depth analysis of potential toll infrastructure clients, their characteristics, behaviours in terms of trips and their reactions to the rate. Consideration must also be given to cross-traffic toll infrastructure and the existing free network, existing and planned public transportation services, the demand elasticity in terms of rate, as well as the short term, medium term and long term averaging of the revenue stream based on various pricing hypotheses, tolling technologies and socio-economic development, particularly of the service area.

More specifically, the results of this study will be used to analyze the various pricing and detection methods and propose the optimal pricing and detection strategy while considering the various client groups identified, demand management and transition period for social acceptability of the toll structure.

### **2.3 Component 3 - Preliminary Design and Costing**

The Contractor will undertake the preliminary design and costing for use in the development of a Business Case for the New Bridge Corridor and for decision making by the federal government.

For costing purposes and to establish a comparison measure, the Contractor will assist TC in selecting the preferred geometry and structural design concept for all elements of the New Bridge Corridor project. In order to do so, the Contractor will review the design alternatives developed and retained in the pre-feasibility studies for the rehabilitation of Highway 15, the replacement of the Nuns' Island Bridge and the replacement of the existing Champlain Bridge. The work included in this contract will also validate the proposed modifications to connect ramps to the existing network and to the new infrastructure, and methods proposed for the deconstruction of the existing bridges. For each alternative under review, the Contractor will provide cost estimates (Class "D") for the projected design and construction activities, as well as determine costs for the future operations, maintenance, rehabilitation and implementation of the tolling system in the New Bridge Corridor. For costing purposes and to establish a comparison measure, the Contractor will discuss the benefits and drawbacks of each alternative, and recommend one technically preferred alternative for each element of the New Bridge Corridor project.

## **3. BACKGROUND**

### **3.1 The Champlain Bridge**

Opened in 1962, the Champlain Bridge is the most travelled bridge in Canada with traffic approaching 60 million vehicles per year, of which 10.4% is truck traffic. The bridge is part of a major Canada-United States trade corridor that is an essential part of the Canada's Continental Gateway and handles \$20 billion of international trade per year. The Champlain Bridge is also critical to public transit as approximately 200,000 buses use it every year to carry 11 million transit users. Between 1962 and 1990, the Champlain Bridge was tolled.

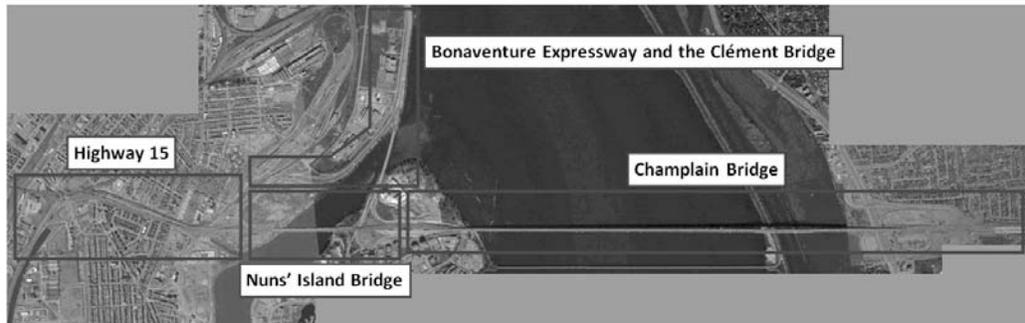
The Champlain Bridge links the City of Brossard and the City of Montreal, and is approximately 3.4 km in length. It carries six (6) lanes of traffic separated by a median. The main cantilever span is made of steel. It supports an orthotropic steel deck with a bituminous asphalt pavement. Clearance above the surface of the St. Lawrence Seaway is approximately 49 m. The remainder of the Champlain Bridge consists of prestressed concrete beams supporting a prestressed concrete deck covered with asphalt pavement. The reserved bus lane on the Champlain Bridge is used by the Réseau de transport de Longueuil from Monday through Friday, between 5:30 am and 9:30 am and between 3:00 pm and 7:30 pm.

### **3.2 JCCBI-Owned Montreal Infrastructure**

### 3.2.1 Champlain Bridge Corridor

The Jacques Cartier and Champlain Bridges Incorporated (JCCBI) owns the current Champlain Bridge Corridor which includes the Nuns' Island Bridge, the federal portions of Highway 15 and Bonaventure Expressway, and the Clément Bridge, on behalf of the federal government. The main sections of the Champlain Bridge Corridor are shown on Figure 1.

Figure 1: The Champlain Bridge Corridor



Source: Transport Canada

**Nuns' Island Bridge:** The existing Nuns' Island Bridge spans the St. Lawrence River between the Island of Montreal and Nuns' Island. The bridge is 468 m in length, 28.6 m wide, has three (3) lanes in each direction and a bicycle lane on the upstream side of the bridge.

**Highway 15:** The federal portion of Highway 15, between the Nuns' Island Bridge and JCCBI's property limit near the Atwater Interchange, is approximately 3 km in length. This portion of Highway 15 offers two (2) lanes in each direction.

**Bonaventure Expressway and the Clément Bridge:** The Bonaventure expressway is a third approach to the Champlain Bridge, which helps bring traffic to the downtown area. It was opened to traffic in 1967. The Clément Bridge links the Nuns' Island to the Island of Montreal.

### 3.2.2 Other JCCBI-Owned Montreal Infrastructure Considered in this Contract

In the Montreal area, JCCBI, on behalf of the federal government, also owns the Jacques Cartier Bridge, the Melocheville Tunnel and the federal portion of the Honoré Mercier Bridge. These intraprovincial structures are operated and maintained by JCCBI.

**Jacques Cartier Bridge:** Opened in 1930, the Jacques Cartier Bridge is a five (5) lane bridge 3.4 km in length, spanning the St. Lawrence River between the cities of Montreal and Longueuil. Access and exit ramps connect it to St. Helen's Island. Its complete re-decking was completed in 2002. Approximately 36 million vehicles use the Jacques Cartier Bridge every year.

**Melocheville Tunnel:** Opened in 1957, the Melocheville Tunnel was dug during construction of the Beauharnois Canal, which is part of the St. Lawrence Seaway. The tunnel is an extension of Highway 132. It runs under the Beauharnois Canal at Melocheville, Québec. Approximately 5 million vehicles use the tunnel every year.

**Honoré Mercier Bridge:** The Honoré Mercier Bridge spans the St. Lawrence River and Seaway between LaSalle on the Island of Montreal and the Mohawk Territory of Kahnawake on the South Shore. The

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Honoré Mercier Bridge is partially owned by the ministère des Transports du Québec and by the federal government. The provincial portion of the Honoré Mercier Bridge was opened to traffic in 1934 while the federal portion of the bridge was opened to traffic 1959. The federal portion of the bridge is mainly located on the Mohawk Territory of Kahnawake. JCCBI is currently responsible for the operation and the maintenance of the entire bridge.

### 3.3 The New Bridge for the St. Lawrence

On October 5, 2011, the Minister of Transport, Infrastructure and Communities announced that the federal government would proceed with a new bridge to replace the existing Champlain Bridge in Montreal. The federal government has stated that the New Bridge will be tolled.

It is expected that the New Bridge will be operational within a ten year horizon.

### 3.4 Pre-feasibility Studies

Champlain Bridge: In September 2009, a Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge, conducted by the consortium BCDE composed of the private sector engineering firms BPR, CIMA+, DESSAU and EGIS, was initiated to evaluate structural options for the Champlain Bridge replacement. The study favoured replacing the existing bridge by a new eight (8) lane bridge consisting of three (3) lanes in each direction including one (1) lane, in each direction, dedicated to public transit. The tunnel option was dismissed by the federal government because a tunnel would have significantly higher construction and operation costs, operating restrictions linked to the transportation of dangerous goods, important environmental issues and very limited flexibility for future configuration changes. Projected timelines detailed in the report estimated it would take at least ten (10) years before a new bridge could be in service, including the time required for the environmental assessment, design, financing and construction.

Highway 15: In May 2010, the Partnership SNC-Lavalin/CIMA+ completed a pre-feasibility study to validate the type of intervention required for the rehabilitation and/or reconstruction of the federally-owned portion of the Highway 15 Corridor. The reconstruction of the corridor was studied in detail with two different scenarios, one with four (4) lanes (two (2) in each direction), and one with six (6) lanes (three (3) in each direction). A five (5) lane scenario with a reversible middle lane was studied and rejected due to the complexity of the operations. The four (4) lane scenario was similar to the existing geometry, but would include geometric changes in order to meet highway standards. The study recommended the six (6) lane scenario, hence allowing a better connectivity to the provincial network and improving the safety of the corridor.

Nun's Island Bridge: Between September and December 2010, in the context of the feasibility study for the replacement of the Champlain Bridge, the consortium BCDE also completed pre-feasibility studies that evaluated options for the replacement of the Nuns' Island Bridge. The studies evaluated many bridge options for the replacement. The studies favoured three (3) structure concepts, and retained four (4) alignment scenarios for further assessment. The study assumed that the new bridge would have four (4) lanes in each direction including one (1) reserved for public transit, as well as a bicycle/recreational path.

The following reports are available to all Bidders, in both official languages:

- Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge (available on JCCBI's website)

- 
- a. English: <http://www.pjcci.ca/English/champlain/INTRO.HTM>
  - b. French: <http://www.pjcci.ca/Francais/champlain/intro.htm>

- Pre-feasibility Report - Reconstruction of the Highway 15 Corridor, including the Nuns' Island Bridge in Appendix A of the Statement of Work; and,
- Pre-feasibility Study on the Replacement of the Nuns' Island Bridge in Appendix B of the Statement of Work..

### **3.5 Public Transit**

The province of Québec has jurisdiction for public transit and the highway network leading to the existing Champlain Bridge Corridor. TC has agreed to consider providing one (1) lane in each direction for public transit (deck only) in the New Bridge Corridor. The Government of Québec will indicate the preferred type of public transit to be used on the New Bridge Corridor and will likely be responsible for the financing and operation of such a transit system. TC will work closely with the ministère des Transports du Québec (MTQ) in this matter.

The Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge notes that it is possible to integrate a Light Rail Transit (LRT) system into a new bridge and build a LRT station on Nuns' Island between the two roadways.

The Agence métropolitaine de transport (AMT) has tendered a study to determine the more appropriate public transit option for the New Bridge Corridor. Modes under consideration include reserved lanes for buses and/or a system such as LRT. Potential routes under consideration for the new transit system include the New Bridge Corridor and/or the Estacade (ice control structure) upstream of the Champlain Bridge. The findings of the work included in the AMT contract will help identify the constraints and requirements to be considered in the future phases of the New Bridge Corridor project.

TC will facilitate communications and meetings between the Contractor and stakeholders such as the AMT, the government of Québec and/or the municipalities to ensure a better comprehension and coordination of the overall public transit implications in the context of this project.

### **3.6 Environmental Assessment**

A federal environmental assessment was launched in January 2012 to characterize the surroundings and identify any mitigation measures that may need to be taken into account during future design phases and construction. As required, TC will ensure exchange of information between the Contractor and the party undertaking the environmental assessment. The environmental assessment will not be completed in time for the results to be incorporated in the work to be achieved under this contract.

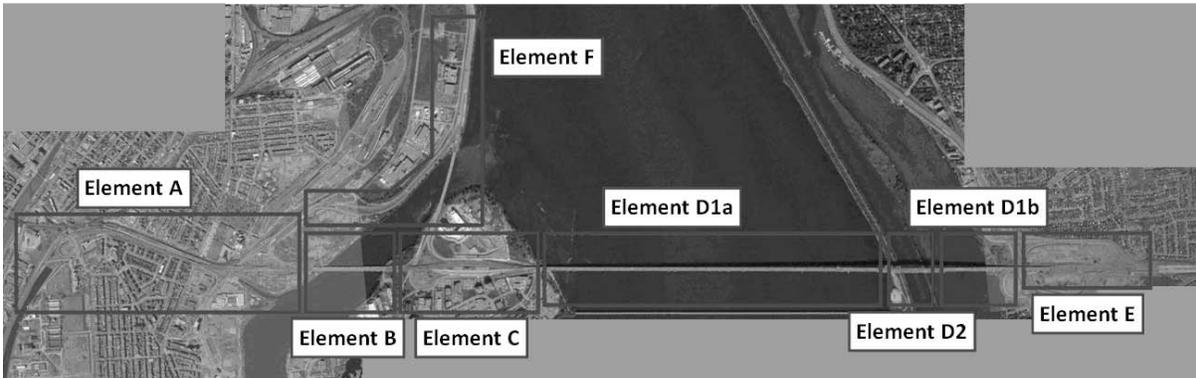
### **3.7 New Bridge Corridor Project Timelines**

The subsequent phases of the project will depend on the recommendations of the Business Case. Depending on the preferred financing and construction approach, more accurate financial and technical analysis's will need to be undertaken to identify the risks associated to the project as well as the target performance criteria, to then proceed with requests for proposals for the construction of the infrastructure of the New Bridge Corridor for the St. Lawrence.

### **3.8 Scope and Elements of the New Bridge Corridor Project**

For the purpose of this document, the New Bridge Corridor project will be divided into the main elements shown on Figure 2. The following sections present the expected project scope of work and modifications for each element of the New Bridge Corridor.

Figure 2: Elements of the New Bridge Corridor Project



Source: Transport Canada

### 3.8.1 Element A - Reconstruction and Widening of Highway 15

The federal portion of Highway 15 will be reconstructed. As recommended in the Pre-feasibility Report - Reconstruction of the Highway 15 Corridor, including the Nuns' Island Bridge, this work includes the complete reconstruction of this section of the highway (approximately 3 km in length), with the addition of one (1) lane in each direction. It is likely that the new highway will provide three (3) lanes per direction over the entire stretch between the Turcot Interchange and the new Nuns' Island Bridge. This will allow a better connectivity to the existing provincial network, as well as improve safety in this corridor.

It is likely that the main portion of this work will be done on federal land. Widening of Highway 15 will be done mostly on the north side of the highway, towards the Hydro-Québec towers and Canadian National Railway Company's (CN) railway line. The work to be done also includes, but is not limited to, modifications to access and exit ramps, reconfiguration of the Atwater Avenue and the Gaétan Laberge interchanges, adjustments to acceleration/deceleration lanes and adjustment to the highway's longitudinal profile.

Additionally, this work includes the reconstruction, deconstruction and modification of overpasses. JCCBI has already started the process for the design and, over the next few years, will complete the reconstruction of three (3) overpasses in this corridor (Overpass N, Overpass V and Main Overpass).

The work included in this contract will validate the modifications that are needed and provide an updated estimated cost to do this work.

### 3.8.2 Element B - Replacement of the Nuns' Island Bridge

The existing Nuns' Island Bridge will be replaced. The new bridge will be similar in length to the existing bridge as it will be located at approximately the same location. Though the Pre-feasibility Study on the

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Replacement of the Nuns' Island Bridge evaluated different construction and alignment scenarios, the preferred solution has not yet been determined. The work included in this contract will evaluate the scenarios that have been retained in the Pre-feasibility Study on the Replacement of the Nuns' Island Bridge. It is likely that the new bridge will have three (3) lanes in each direction for traffic and one (1) bicycle/recreational path. The needs in terms of public transit on this bridge have not yet been confirmed therefore it is possible that the new bridge will have a fourth lane in each direction reserved for public transit. The work included in this contract will consider both potential lane configuration scenarios (with and without an additional lane in each direction reserved for public transit).

The following four (4) alignment scenarios have been evaluated in the Pre-feasibility Study on the Replacement of the Nuns' Island Bridge and will be further assessed in the work included in this contract:

1. The construction of two bridges on either side of the existing bridge and the deconstruction of the existing bridge;
2. The construction of two new bridges, one downstream (to the north of the existing bridge) and one at the location of the existing bridge;
3. The construction of a temporary bridge and then the construction of the new bridge at the location of the existing bridge; and,
4. The construction of a new bridge downstream of the existing bridge (arch bridge).

For each proposed bridge alignment scenario, multiple structural design concepts have been evaluated in the Pre-feasibility Study on the Replacement of the Nuns' Island Bridge. The following structural design concepts will be further evaluated in the work included in this contract:

1. Deck on steel girders (medium span structure);
2. Arch bridge (long span structure); and,
3. Twin cable-stayed bridges (long span structure).

The Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge considered a minimum service life of 125 year for the New Bridge for the St. Lawrence, and unless suggested otherwise by the Contractor, the work included in this contract should consider the same planned/expected service life for the new Nuns' Island Bridge. The new Nuns' Island Bridge should satisfy the design requirements of the CAN/CSA-S6-06 Canadian Highway Bridge Design Code for a "lifeline" bridge.

The existing Nuns' Island Bridge will have to be demolished. The Pre-feasibility Study on the Replacement of the Nuns' Island Bridge does not identify preferred methods for the demolition or deconstruction of the existing Nuns' Island Bridge.

The work included in this contract will evaluate the various options for the construction of the new Nuns' Island Bridge, identify and evaluate potential demolition and deconstruction methods, and provide a schedule and estimated costs for the proposed work.

### **3.8.3 Element C - Work on Nuns' Island**

The work on Nuns' Island will mainly consist of adjusting the ramps leading to the New Bridge for the St. Lawrence and to the new Nuns' Island Bridge, and adding one (1) lane in each direction to the portion of Highway 10 located on Nuns' Island. The proposed modifications include the integration of the two (2) eastbound access ramps into one (1) ramp leading onto the Highway 10 East acceleration lane. This

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acceleration lane will also be extended. The westbound exit ramps toward Nuns' Island will require minor adjustments.

The work may also require adjusting the alignment of the René Levesque Boulevard and other local streets on Nuns' Island so that they do not interfere with the proposed location for the New Bridge for the St. Lawrence. This may also require adjusting the nearby roundabout and the bicycle path to line-up with the new geometry of the boulevard.

The details associated with this work are discussed in the Pre-feasibility Report - Reconstruction of the Highway 15 Corridor, including the Nuns' Island Bridge, in the Pre-feasibility Study on the Replacement of the Nuns' Island Bridge and in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge.

The work included in this contract will validate the modifications that are needed to link the new bridges to the roadway network on Nuns' Island and provide an estimated cost for this work.

### **3.8.4 Element D (D1 & D2) - The New Bridge for the St. Lawrence**

The New Bridge for the St. Lawrence will replace the existing Champlain Bridge which connects the Island of Montreal and the City of Brossard. As recommended in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge, the New Bridge for the St. Lawrence will be located approximately 10 m downstream from the existing Champlain Bridge. It will be approximately 3.5 km in length, which can be separated into three (3) sections:

- D1a: spans the St. Lawrence River between Nuns' Island and the St. Lawrence Seaway (approximately 2,300 m in length);
- D2: spans the St. Lawrence seaway (approximately 400 m in length); and
- D1b: span from the St. Lawrence Seaway to the Brossard shore (approximately 800 m in length).

The New Bridge for the St. Lawrence will likely have three (3) lanes in each direction and one (1) additional lane in each direction dedicated to public transit. The feasibility and need for a bicycle or recreational path on this structure has not yet been evaluated, but will be evaluated in the work included in this contract.

According to the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge, the preferred deck configuration is two (2) decks of identical width, as opposed to one (1) wider deck or to two (2) decks of different dimensions, as this confers a certain homogeneity and structural efficiency.

According to the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge, construction methods were a decisive factor in the development of the structural design concepts. The methods considered for crossing the Seaway are the following:

- Hoisting the central span, in one or more segments;
- Launching the framework; and,
- Construction by successive cantilevers.

For crossing the river, the construction methods considered are:

- Erection with a launching truss;
- Launching the framework; and,

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— Erection with a crane.

Preliminary analyses in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge have resulted in the proposal of three (3) preferred structural design concepts for element D1 (D1a and D1b), all of which have a similar optimal span length of approximately 80 m:

1. Pre-stressed concrete box girder bridge;
2. Hybrid steel-concrete bridge; and,
3. Composite steel-concrete bridge for superstructure (concrete deck supported on a steel structure).

Preliminary analyses in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge have resulted in the proposal of five (5) preferred structural design concepts for element D2:

1. Pre-stressed concrete box girder bridge;
2. Hybrid steel-concrete bridge;
3. Composite steel-concrete bridge for superstructure (concrete deck supported on a steel structure);
4. Composite steel-concrete bridge for superstructure with V-shaped piers on each shore of the seaway; and,
5. Cable-stayed bridge with composite deck.

The first three (3) options are the same designs that are being considered for element D1. Options 4 and 5 are options that may be considered as a "gateway" feature entering and exiting the metropolitan area.

The span of element D2 has to be at least 200 m and there must be clearance of at least 37.50 m over the St. Lawrence Seaway. The span and clearance needs should be confirmed with the St. Lawrence Seaway Management Corporation (SLSMC) as part of the work in this contract.

The Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge considered a minimum service life of 125 year for the New Bridge for the St. Lawrence, and unless suggested otherwise by the Contractor, the work included in this contract should consider the same planned/expected service life. The New Bridge for the St. Lawrence should satisfy the design requirements of the CAN/CSA-S6-06 Canadian Highway Bridge Design Code for a "lifeline" bridge.

The work included in this contract will evaluate the various options and provide estimated costs for the construction of the New Bridge for the St. Lawrence.

### **3.8.5 Element E - Work on the Brossard shore**

The work to be done on the Brossard shore consists mainly in aligning Highway 10 and the ramps with the New Bridge for the St. Lawrence. The main modifications are related to extension of the acceleration lane of the access ramp from route 132 toward Highway 10 Westbound, and the extension of the deceleration lane for the exit ramp from Highway 10 Eastbound to route 132.

The details associated with this work are discussed in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge. The work included in this contract will validate the modifications that are needed to connect the New Bridge for the St. Lawrence to the existing roadway network, and provide an updated cost estimate for this work.

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### **3.8.6 Element F - Bonaventure Expressway and the Clément Bridge**

No work is expected to be required on the federal portion of the Bonaventure Expressway and the Clément Bridge as part the New Bridge for the St. Lawrence project. These structures are part of the Champlain Bridge Corridor and are to be included in the development of the Business Case for its ongoing maintenance, operation and financing of its rehabilitation over its expected service life.

### **3.8.7 Element G - Demolition of the Existing Champlain Bridge**

The existing Champlain Bridge will need to be deconstructed when the New Bridge for the St. Lawrence is open to traffic. Two options for removing the existing bridge have been considered in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge: controlled explosion and dismantling. Analysis of anticipated impacts reveals that a controlled explosion is not advisable because of major impacts on sensitive habitats. Dismantling poses the fewest environmental risks. The spans would be dismantled one by one, allowing for Seaway operations and environmental restrictions.

The work included in this contract will validate the methods of deconstruction for this structure and will provide an estimated cost for the deconstruction work.

## **4. RESOURCES**

### **4.1 Project Coordinator**

The Contractor will have to assign a "Project Coordinator" for the entire contract. The Project Coordinator must be a resource assigned to Component 1 (Input to Project Planning and Development of the Business Case).

The Project Coordinator will be responsible for, at a minimum, the following activities:

- Overseeing the development of the Work Plan and of the overall schedule for the services included in this contract, with the project team and to presenting it to TC;
- Managing the implementation of the overall project, including the identification, analysis, planning, tracking and control of the progress on a continuous basis;
- Identifying interdependencies between project components and coordination of the work to ensure that the different components support one another;
- Overseeing the development of the project Business Case;
- Overseeing the submission of all identified deliverables for all three (3) Components of this contract to TC;
- Resolving conflicts between team members and streams of work;
- Presentation and delivery of presentations and briefings to TC's Senior Management for all three (3) Components of this contract; and,
- Represent and accompany TC in meetings with stakeholders.

The Project Coordinator will be the main point of contact between the Contractor and TC. This however, will not restrain TC from communicating directly with the other resources assigned to the project, if deemed necessary. On the other hand, TC will not communicate directly with resources of a sub-contractor.

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The Project Coordinator must be fluently bilingual in French and in English as the Project Coordinator may be required to communicate with the public and project stakeholders in both official languages.

Note: For Component 1, the Project Coordinator and the Component Lead can be the same resource.

## 4.2 Component Leads

The Contractor will have to assign a "Component Lead" for each of Components 1, 2 and 3 of this contract.

The Component Lead for each of Components 1 and 2 is defined as the individual assigned to the project that will be:

- responsible for the undertaking of, and/or for overseeing, the work described in the Statement of Work for that specific Component;
- ensuring the completion of this work within the approved schedule;
- approving the work undertaken; and,
- accountable for its quality.

The Component Lead for Component 3 is defined as the individual assigned to the project that will be:

- responsible for overseeing and coordinating the undertaking of the work described in the Scope of Work for that specific Component;
- ensuring the completion of this work within the approved schedule;
- ensuring the proper integration of the various engineering fields with respect to one another, such as highway, bridge, cost estimate, construction and traffic management matters;
- approving the work undertaken; and,
- accountable for its quality.

Note: For Component 1, the Project Coordinator and the Component Lead can be the same resource.

## 4.3 Team and Team Members

The Contractor will have to assign a "Team" for each of Components 1, 2 and 3 of this contract.

## 5. SCOPE OF WORK AND SERVICES

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

This assignment is divided into three main services.

#### 5.1.1 Component 1: Service 1 - Scoping of Tasks

The first service consists of a scoping exercise. The Contractor will be expected to provide, at a minimum, a list of tasks to be completed between now and the opening of the New Bridge Corridor.

The Contractor is expected to, at a minimum:

- define a critical path for the project;
- identify detailed tasks for each phase;

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- suggest grouping of activities that could be undertaken by the private sector (possible contracts);
  - identify the activities that should remain with the public sector;
  - identify all the preparatory and complementary engineering studies required or advisable for the successful completion of the detailed design and construction of the New Bridge Corridor project, including a brief description of each study;
  - identify resources required to complete each possible contract including cost and time;
  - identify prime sources of expertise required and identify the abilities and experience needed for each possible contract;
  - propose a detailed timeline for the project based on the tasks identified; and,
  - provide recommendations and suggestions on ways to accelerate project completion (e.g.: complete the construction of the project in less than the currently planned 10 years).

### **5.1.2 Component 1: Service 2 - Assessment of Tolls and P3 Options for Other JCCBI Structures in Montreal**

The purpose of this work is to identify if some of the other Montreal structures owned by JCCBI on behalf of the federal government (other than those comprised in the New Bridge Corridor) should also be:

- a) tolled; and/or
- b) included in the P3 agreement, should a P3 approach be recommended.

The Contractor will be requested to analyze the following structures in the context of the two (2) elements mentioned above:

- Jacques Cartier Bridge;
- Honoré Mercier Bridge; and,
- Melocheville Tunnel.

To allow the Contractor to undertake the analysis and make recommendations, TC will provide the current operating, maintenance and major maintenance costs of each structure, as well as the necessary traffic data for each structure. Based on information provided by TC, no additional traffic forecasting is required for this work. The analysis should take into consideration the following aspects:

#### **1) Level of Complexity**

The Contractor will be required to analyze and report on the level of complexity of operations surrounding each structure. At a minimum, the following complexity element should be evaluated:

##### Bridge ownership

Example for Honoré Mercier Bridge: The portion of the bridge connecting the Island of Montreal and the South Shore is of provincial ownership while the portion of the bridge over the St. Lawrence Seaway is owned by JCCBI on behalf of the federal government.

#### **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.

### 3) P3 Possibilities

Based on the level of complexity analysis in (1) and the tolling analysis in (2), the Contractor will be expected to identify if these structures could become attractive to the private sector for operation, maintenance and financing and whether a subsidy would be required.

#### 5.1.3 Component 1: Service 3 - Development of a Business Case

Budget 2011 included a requirement for all federal infrastructure projects creating an asset with a lifespan of at least 20 years and having capital costs of \$100 million or more, to undergo a P3 screen to determine whether a P3 may be a suitable procurement option. Given that the New Bridge Corridor project meets both criteria, a P3 assessment is required. As PPP Canada will have to provide a recommendation to the Department of Finance on the results of the Business Case, the Contractor is to follow the P3 Business Case Development Guide ([http://www.p3canada.ca/\\_files/P3%20Business%20Case%20Development%20Guide.pdf](http://www.p3canada.ca/_files/P3%20Business%20Case%20Development%20Guide.pdf)) developed by PPP Canada to ensure that all requirements are met.

The Business Case will evaluate the best delivery method (traditional, design-build and P3) to design, build, finance, operate and maintain the New Bridge and associated work on the corridor. The Business Case will also include the maintenance, operation and financing of the federal Bonaventure Expressway and the Clément Bridge.

In the development of the Business Case, the Contractor shall include, at a minimum, the following sections:

- Project description and investment decision
  - Strategic alignment and priority - articulating the rationale for the project
  - Quantitative and qualitative description of summary of needs assessment
  - Description and assessment of authority of the project sponsor
  - Detailed project description and scope including the correlation with needs assessment
  - Project objectives and benefits including economic, social, environmental benefits
  - Summary of results of all analysis completed to date on the project (not limited to analysis conducted by as part of this contract) and identification of key factors
  - Alignment with government priorities and confirmation of project rationale
- Procurement decision
  - Identification of procurement objectives and considerations
  - Evaluation of traditional project procurement approach for the project

- Description and evaluation of P3 models and establishment of reasons for which the project is a suitable P3 candidate
- Development of market sounding methodology
- Identification and analysis of market sounding key findings including risks and optimal delivery models
- Development of qualitative criteria and scoring method to evaluate traditional and P3 delivery models
- Presentation of results and recommendations for P3 models
- Value for money analysis
  - Application of a value for money methodology
  - Development of project costs including construction, management, maintenance and operating costs
  - Development and identification of project financial assumptions to be used in evaluation and how they will be applied
  - Development of risk analysis and quantification and reporting of key project risks
  - Development of preliminary value for money assessment
- Integrated recommendation
  - Compilation and analysis of all information developed in prior sections to formulate a recommended procurement option
- Project funding and affordability
  - Identification of sources of funds available to the project
  - Description and analysis of uses of funds to obtain optimal funding methodology
- Procurement Strategy
  - Assessment of all available information to formulate recommendations on a procurement process, a policy and procurement framework, a project team structure.
  - Development and description of key documents to be prepared to procure the project
- Implementation Plan
  - Assessment of current project status and work still remaining
  - Identification of approvals required and those already obtained
  - Presentation of an integrated project schedule including critical path and implementation plan/next steps
  - Reporting on communications and stakeholder engagement as implemented by TC

- Presentation of high level strategy for transition after procurement to a contract administration mode

The Contractor will be expected to make regular presentations to brief TC on the progress of the work.

To complete the Business Case, a traffic and revenue forecast (Component 2) and Class "D" costing estimates (Component 3) for the project will be conducted as part of this contract.

This Business Case will be used by the federal government to make an informed decision as to what type of procurement method to use, financing required and associated risks.

#### **COMPONENT 1 - OPTION 1: Business Case Update(s)**

During the course of this contract, TC may request that the Contractor update (up to 2 times) the Business Case. This update includes performing the analysis with newly available data, such as traffic data, and revising the results and recommendations accordingly.

#### **COMPONENT 1 - OPTION 2: Other JCCBI Structure(s) in the Business Case**

If the results of the analysis conducted in Service 2 of Component 1 (Assessment of Tolls and P3 Options for Other JCCBI Structures in Montreal) recommend the consideration of other JCCBI structure(s) in a possible P3, TC may request that the Contractor include the additional JCCBI structure(s) in the Business Case.

The additional structures are:

- the Jacque Cartier Bridge; and/or
- the Honoré Mercier Bridge; and/or
- the Melocheville Tunnel.

#### **COMPONENT 1 - OPTION 3: Public Open House(s)**

The Contractor may, at the request of TC and at any time during this contract, be asked to prepare material for and attend public open house information sessions (up to 4 sessions). This work package includes:

- The preparation and supply of 8-10 bilingual display boards (in color) for a public open house showing the functional layout of the reviewed alternatives and the preferred functional/preliminary design concept(s);
- The preparation and supply of comment sheets, sign-in sheets and 2-3 pages project information sheet for a public open house;
- Attendance at the public open house with the provision of bilingual staff in order to communicate with the public and stakeholders in both official language; and,
- Preparation of a Public Consultation Summary report of the open house (attendance, comments, major concerns, results, etc.).

The deliverables for this service will include:

- All open house materials (sign in sheets, comment sheets, display boards, etc);
- Public open house material, in electronic format (PDF, MS Word, etc) for review and approval from TC, four (4) weeks before the open house; and,
- Electronic copy (MS Word) of the Public Consultation Summary report.

TC will be responsible for the selection of a date, time and venue, as well as any public notifications for the event.

The Project Coordinator, as well as a resource assigned to Component 3, must be present at the public open house information session to answers questions from the public, as needed.

## 5.2 Component 2 -Traffic and Revenue Forecasts

Assuming an open road toll system, the Contractor is expected to provide a traffic and revenue forecast (Bankable quality) for the New Bridge Corridor, including analysis and recommendations on tolling schemes.

The results of the traffic and revenue forecasts are to be used to help determine the levels of traffic and potential revenues to be used for the development of the project Business Case. In addition, the results could also be used by:

- private sector firms responding to a possible future request for proposals for the design, build, finance, maintenance and operation of the New Bridge Corridor;
- the federal government to assess future proposals for the New Bridge Corridor; and,
- financial institutions for the purposes of raising funds on a non-recourse project basis.

This traffic and revenues study will enable the Government of Canada and, eventually the major financial institutions and private sector suppliers, to assess the project's financial and economic issues in particular. Consequently, they should be conducted according to the practices recognized internationally by the financial markets for this type of work.

The Contractor is expected to develop annual traffic and revenue forecasts for the years 2022 to 2062, (an in-service date of December 31, 2021 is to be assumed for forecasting purposes). The Consultant will have to gather and validate all relevant and available existing traffic data (for cars, trucks, buses, etc.), such as the data/results from MTQ's 2008 origin-destination investigation in the Montreal region. The Contractor will have to undertake relevant simulations using appropriate specialized software.

The forecasts must take into consideration and report on the following:

- the reason for trips, users' socio-economic category; and,
- the variations in weekly and seasonal traffic schedules.

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.

The Contractor should also consider that at any given time of the day, the number of users travelling on the toll road depends on:

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- The congestion level of alternate routes compared to the toll road, and the potential reduction in travel time associated to the road; and,
  - The value of time of the user categories identified (reason, socio-economic stratum) and the rate in force.

The Contractor should also define an adequate segment of the various times of the day (for example: AM peak time, PM peak time, quiet hours, evening) and user categories.

- Since a toll roadway does not appeal to all user categories, the study should identify and characterize key user and vehicle categories, and identify the economic parameters that determine their behaviour.
- As traffic is not distributed uniformly during the hours of the day, days of the week, and weeks of the year, the study should identify and analyze the typical periods and derive the demand associated with each of these periods.

The Contractor will be required to develop traffic and revenue forecasts for all categories of vehicles and types transportation based on four (4) assumptions:

- 1) the toll rate can be fixed throughout the day and throughout the week, or vary during the day according to peak hours and/or day of week; and,
- 2) public transit can be either by LRT or buses.

**Table 2: Traffic and Revenue Forecast Assumptions**

NEW BRIDGE CORRIDOR ONLY	PUBLIC TRANSIT TYPE	TOLL RATE	ASSUMPTIONS
	BUS	FIXED	1
		VARIABLE	2
	LRT	FIXED	3
VARIABLE		4	

The four different scenarios developed should take into account the various rates based on the user category (vehicle size, the axle weight, public transit, emergency vehicles). Toll rates will have to be divided/categorized according to vehicle categories (cars, trucks, axle weight, etc.). The Contractor will also recommend which, if any, vehicle types should be exempt from tolls such as emergency vehicles including an estimation of how many such vehicle there would be.

The Contractor will also be asked to forecast the traffic impacts of tolling the New Bridge Corridor on all neighborhoods affected by any traffic diversion as well as evaluate the social, environmental and economic impacts of the change in traffic patterns on affected neighborhoods. These impacts include but are not limited to emissions, noise and congestion.

The Contractor will be expected to determine the "ramp-up" period, reflecting the traffic performance during the early years of the implementation of the tolls. At a minimum, the following three (3) dimensions should be analyzed:

1. Scale of the ramp-up (magnitude of the departure from forecasts);

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2. Duration of the ramp-up (from immediately to beyond 5 years); and,
  3. Extent of catch-up (to what extent can observed traffic volumes catch-up with later year forecasts).

The Contractor will be expected to make regular presentations to brief TC on the progress of the work.

### **COMPONENT 2 - OPTION 1: Traffic and Revenue Forecasts Update(s)**

During the course of this contract, TC may request that the Contractor update (up to 2 times) the Traffic and Revenue Forecasts. This update includes performing the analysis with newly available traffic data and revising the results and recommendations accordingly.

## **5.3 Component 3 - Preliminary Design and Costing**

### **5.3.1 General**

The objective of this Component is to review and update the analysis and findings of the pre-feasibility studies for the rehabilitation of the section of Highway 15, the replacement of the Nuns' Island Bridge, the replacement of the Champlain Bridge and other associated modifications within the New Bridge Corridor, in order to establish the premises upon which to develop preliminary design, costing and comparison measures.

The functional solutions and design concepts that have been developed and recommended in the pre-feasibility studies are retained for further consideration in the work included in this contract. The analysis and results of the work included in this contract should allow the Contractor to recommend a technically preferred alternative and to provide updated costs for the construction of each individual element of the New Bridge Corridor project, as well as for the entire New Bridge Corridor.

The Contractor will also evaluate the feasibility and cost for implementing a tolling system within the New Bridge Corridor, and will have to identify the preparatory engineering studies required to complete the design and construction project, and propose a schedule to undertake each activity.

The recommendations should be in line with the determination of a solution that is as functional, as efficient and as durable as possible.

TC will facilitate any consultations between the Contractor and stakeholders such as JCCBI, SLSMC, AMT, MTQ, Hydro-Québec, CN, and others as needed.

The results will be presented in a Preliminary Design and Costing report, including associated functional/preliminary engineering drawings.

The Contractor will have to present the findings and results of the draft and final Preliminary Design and Costing reports to TC.

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### Particularities about public transit within the New Bridge Corridor

Public transit is an important component of the New Bridge Corridor. Until the preferred alternative has been confirmed, the Contractor is to assume one (1) lane in each direction for public transit on the new Nuns' Island Bridge and on the New Bridge for the St. Lawrence. Other implications (connexion to public transit network, transit stations, etc.) related to public transit are discussed in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge. It is anticipated that consultations between the Contractor and the AMT will take place and help identify the implications of the public transit system in the New Bridge Corridor.

When the New Bridge for the St. Lawrence opens to traffic, there is a possibility that public transit in the New Bridge Corridor will be exclusively reserved lanes for buses which could eventually be converted to LRT. Therefore, the design of the New Bridge for the St. Lawrence should address from the beginning the design criteria, considerations and requirements for both the buses and LRT scenarios. This includes identifying a way to integrate railway loads into the road loads of the CAN/CSA-S6-06 Canadian Highway Bridge Design Code. Finally, the work included in this contract should identify the modifications that would be necessary should the public transit lane be converted to accommodate a LRT.

#### **5.3.2 Component 3: Service 1 - Review of the Pre-feasibility Studies**

The Contractor will be expected to review, at a minimum, the following studies (available in both official languages):

- Pre-feasibility Report - Reconstruction of the Highway 15 Corridor, including the Nuns' Island Bridge;
- Pre-feasibility Study on the Replacement of the Nuns' Island Bridge; and,
- Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge.

The Contractor will be expected to use the information provided in, and the results of, the pre-feasibility studies as a starting point for the work to be done in this contract. The Contractor should analyze the relevant content of the pre-feasibility studies and gather any other information necessary to undertake the work included in this contract.

#### **5.3.3 Component 3: Service 2 - Transportation and Traffic Analysis**

The determination of the lane configuration of the various elements of the future New Bridge Corridor (highway and bridge cross-sections) that are realistic and capable of addressing projected short-term, medium-term and long term needs for the users of this network is a key first step for conducting the engineering and cost analysis.

The Contractor will therefore have to validate that the roadway cross-sections (lane configurations) recommended in the pre-feasibility studies, for both the highway and bridge elements, is appropriate for accommodating traffic needs in the short term, medium term and long term forecasts. Some of the data and information that was used in the pre-feasibility studies' traffic and transportation evaluations will have to be updated in the work included in this contract.

This work will therefore include the undertaking of relevant traffic simulations using specialized software to validate the appropriateness of the roadway cross-sections under consideration in the work included in this contract, and for all elements of the New Bridge Corridor.

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The Contractor will also be required to examine proposed lane approaches and the geometry of roadways, ramps, approaches and connections for flow dynamics and capacity.

### **5.3.4 Component 3: Service 3 - Technical Analysis**

The technical analysis will address the type of infrastructure to be built, including the alignment, the design concepts, the construction and the deconstruction methods.

Potential alignments and geometry for the reconstructed highway, the new bridges and connected access ramps, acceleration/deceleration lanes and nearby local roadways have been developed in the pre-feasibility studies. The pre-feasibility studies recommended a number of preferred alternatives for all elements of the New Bridge Corridor.

An expected service life of 125 years should be used for the work included in this contract.

#### **Evaluation of alternatives and concepts**

The work included in this contract will further evaluate the conceptual designs retained for further consideration. At a minimum, the Contractor will have to:

- Identify and present the cross-section configuration of all elements of the New Bridge Corridor, such as lane use and configurations including lanes reserved for public transit, recreational/bicycle path, separation elements, etc;
- Identify potential needs in terms of property acquisition within the New Bridge Corridor for each alternative;
- Identify the design criteria and engineering assumptions (geotechnical considerations, structural considerations, hydraulic considerations, seismic considerations, durability considerations, expected service life) applicable for each element and alternative of the New Bridge Corridor;
- Identify the standards and codes applicable to the preliminary and detailed design of all elements of the New Bridge Corridor;
- Identify the design criteria and considerations specific to the inclusion of a LRT on the New Bridge for the St. Lawrence, including but not limited to the identification of, and a way to include, appropriate load factors in the design methodology;
- Identify the modifications that would be required to convert the public transit lane on the New Bridge for the St. Lawrence into a lane receiving a LRT, including any modifications on the approaches to the bridge;
- Evaluate the various structural design concepts for the new Nuns' Island Bridge and for the New Bridge for the St. Lawrence;
- Validate the approximate location of the piles and the footprint (dimensions) of the piles for the new Nuns Island Bridge and for the New Bridge for the St. Lawrence;
- Identify if there are any impacts on air traffic corridors (in the case of cable-stayed bridge options) for both the new Nuns' Island Bridge and the New Bridge for the St. Lawrence (consultations with the St. Hubert Airport are anticipated);
- Evaluate the feasibility of including a bicycle or recreational path on the New Bridge for the St. Lawrence and provide advice about the options for connecting such a path with the rest of the existing network;
- Identify/consider needs and propose systems to facilitate annual and detailed inspection of the federal portion of Highway 15, the new Nuns' Island Bridge and the New Bridge for the St. Lawrence (fixed and/or mobile equipment);.

- Identify/consider the ease of future major rehabilitation of the various alternatives (ease of re-decking, replacement of structural members such as beams, etc.) for the new Nuns' Island Bridge and for the New Bridge for the St. Lawrence; and,
- Consider/discuss the durability of the structures, particularly in terms of resistance to corrosion, the types of construction materials, protection and monitoring systems, etc.

Within the first two (2) months of this contract, the Contractor will have to provide an opinion about the general appropriateness of the structural design concepts retained in the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge and further evaluated in this contract. The Contractor will have to note the benefits and drawbacks for each concept. 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.

### **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 the 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;
- Identify the needs and confirm the feasibility of relocating public utilities such as Hydro-Québec power lines, and propose solutions (consultation with stakeholders is anticipated);
- Determine the optimum construction sequence/phasing for all elements of the project with respect to one another;
- Determine the traffic management implications, difficulties, and phasing to allow for the uninterrupted flow of traffic during construction of the entire corridor. This includes addressing needs in terms of temporary structures and deviation routes, if any; and,
- Identify and evaluate the risks associated with undertaking construction near/over the St. Lawrence Seaway and document potential impacts/restrictions on construction and seaway operations (consultation with the SLSMC is anticipated).

### **Demolition /Deconstruction**

The work included in this contract will address the deconstruction of the existing Nuns' Island Bridge and of the existing Champlain Bridge taking into account the costs, construction and demolition phases as well as impacts on the environment and on Seaway operations. The Contractor will have to validate the appropriateness and feasibility of the dismantling methodologies proposed in the *Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge*, and identify appropriate methods of demolition for the existing Nuns' Island Bridge.

### **Recommendations**

After completing this analysis, the Contractor will have to provide recommendations for, at a minimum, the following aspects of the project:

- one (1) technically preferred alternative for the reconstruction and widening of Highway 15;
- one (1) technically preferred alternative (alignment and structural design concept) for the new Nuns' Island Bridge;
- one (1) technically preferred alternative (alignment and structural design concept) for elements D1 and D2 of the New Bridge for the St. Lawrence (from preferred structural design concepts 1, 2 and 3);
- a second technically preferred alternative for element D2 of the New Bridge for the St. Lawrence (from preferred structural design concepts 4 and 5); and,
- one (1) technically preferred alternative (alignment and geometry) for all other element of the projected corridor (ramps, accesses, local roadways) that will need to connect to the existing network.

All recommendations, including but not limited to systems, technologies and material, should take into account the climate and operational requirements and the level of traffic that will use the bridge and should only use material and technologies that have been proven to withstand these conditions well. They should therefore take into consideration systems that minimize deterioration and the needs in terms of general maintenance (minimize water infiltration, the number of expansion joints, facilitate inspections, facilitate the replacement of components of the structure, etc.).

### **5.3.5 Component 3: Service 4 - Engineering Drawings**

Engineering drawings are required to illustrate and understand the proposed alternatives, both in terms of the alignment/geometry and structural design concepts. Therefore, the Contractor will have to prepare and update the engineering drawings required for the purpose of the work included in this contract.

Some raw drawings prepared from the Pre-feasibility Study Concerning the Replacement of the Existing Champlain Bridge and for the Pre-feasibility Report - Reconstruction of the Highway 15 Corridor, including the Nuns' Island Bridge will be available and provided by TC to the Contractor. These drawings are provided as information only and should be used with precaution at the risk of the Contractor. TC does not guarantee the accuracy and quality of the information and data contained in these drawings.

The engineering drawings must include, at a minimum, plan views, elevation views and cross-section views (or in 3D) for all alternatives under consideration in the work included in this contract, showing all known and assumed dimensions, and any other detail to clearly identify the concepts.

The Contractor will have to, at a minimum, prepare the following engineering drawings:

- For each element of the New Bridge Corridor, the plan views and elevation views for each functional alignment/geometry design alternative under review;
- The cross-section views for each structural design concept for the new Nuns' Island Bridge and for the New Bridge for the St. Lawrence; and,
- The plan view for the recommended functional design alternative(s) of the New Bridge Corridor project as a whole.

### **5.3.6 Component 3: Service 5 - Cost Analysis**

The cost analysis will take into account all costs associated with further design, engineering studies, construction, deconstruction and contingencies for the implementation of the New Bridge Corridor.

This analysis will also have to address the operating costs for the New Bridge Corridor, including direct costs for operating the bridges and highway, preventative maintenance, corrective maintenance, major rehabilitation, etc. Current operating cost data will be provided by TC.

All cost estimates for the work included in this contract should be of Class "D" or better. For the purpose of the work included in this contract, Class "D" estimate is based on a comprehensive list of project requirements and a summary description of the potential solutions, and is precise enough to rank different options while considering contingencies of 20% or less. The Contractor will have to provide, at a minimum, the estimated costs per square meter of the civil engineering work. The Contractor will have to identify and note the source of the prices considered in the cost analysis.

The Contractor will have to provide, at a minimum, estimated costs for:

- The construction or modification of all infrastructures within the New Bridge Corridor. This includes, but is not limited to:
  - the federal portion of Highway 15 and all associated modifications to ramps, overpasses, interchanges, etc,
  - the construction of the new Nuns' Island Bridge and all associated modifications on the Montreal shore and on Nuns' Island,
  - the modifications on Nuns' Island such as realignment of roadways and ramps; and,
  - the construction of the New Bridge for the St. Lawrence and all associated modifications on Nun's Island and on the South Shore;
- The deconstruction of the existing Champlain Bridge;
- The demolition/deconstruction of the existing Nuns' Island Bridge;
- The portion of the project (i.e. lanes, width of bridge deck, etc.) that will be used for public transit anywhere within the New Bridge Corridor;
- The portion of the project (i.e. lanes, width of bridge deck, etc.) that will be used for bicycle/recreational paths anywhere within the New Bridge Corridor;
- Traffic management activities during the construction of the New Bridge Corridor;
- Mitigation measures that can be expected for a project of similar scope, including but not limited to, implementation of compensation measures, installation of sediment barriers, etc. Consultations with the party undertaking the environmental assessment are anticipated;
- Operating, maintenance and rehabilitation over the expected service life of the federal portion of Bonaventure Expressway and the Clément Bridge;
- Operating, maintenance and rehabilitation over the expected service life of the federal portion of Highway 15;
- Operating, maintenance and rehabilitation over the expected service life of the new Nuns' Island Bridge, including associated ramps and transportation infrastructure on the Montreal shore and on Nuns' Island; and,
- Operating, maintenance and rehabilitation over the expected service life of the New Bridge for the St. Lawrence, including associated ramps and infrastructure on Nuns' Island and on the South Shore.

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.

### **5.3.7 Component 3: Service 6 - Installation and Operation of Tolling System**

The Contractor will have to evaluate the feasibility and estimate the costs of implementing tolling in the New Bridge Corridor. For the purpose of the work included in this contract, the Contractor will assume the installation of an all electronic tolling (AET) system.

The Contractor will have to provide, at a minimum:

- The identification of factors that will impact the selection of an ideal location for the implementation of the tolling system.
- The identification of appropriate and feasible locations along the New Bridge Corridor for the installation of tolling equipment and toll operation personnel.
- The identification of property requirements, if necessary, for the installation of tolling equipment and toll operation personnel.
- The development of a detailed time schedule with appropriate phases, milestones and tasks to describe the various activities that must be undertaken to implement a fully functional tolling system.

The Contractor will also have to provide estimated capital, operating and maintenance costs for the implementation of a tolling system, including at a minimum:

- Estimated costs for the roadside and civil engineering work required for the installation of all physical devices and infrastructure required for the tolling system.
- Estimated costs for the implementation of facilities, office space, hardware, software, etc., needed to manage and make the tolling functional.
- Estimated costs for the maintenance of the facilities, equipment and roadside/civil engineering infrastructure during the lifecycle of the tolling system.
- Estimated costs for the operation of the tolling system, including but not limited to, managing the transactions (tag based and image based), managing invoices, customer service, enforcement, etc.

### **COMPONENT 3 – OPTION 1: Implementation of Tolling on Other JCCBI Structures**

The Contractor may, at the request of TC, be asked to provide a cost estimate for the implementation of a tolling system on other existing JCCBI structure(s) in Montreal (Jacques-Cartier and/or Honoré Mercier bridges), depending on which structures, if any, are recommended for consideration in the tolling analysis following Service 2 of Component 1.

This optional service will at a minimum include all the tasks listed in Service 7 of Component 3, as well as:

- The identification of modifications required to the existing structure(s) for the implementation of a tolling system; and,
- The implementation of a recommended timeframe, steps and schedule for the implementation of a fully functioning tolling system on the additional structures.

## 6. DELIVERABLES

The Contractor will provide the following deliverables. All final reports should include an executive summary.

**Table 3: Deliverables for Mandatory Services**

Milestone	Estimated End Date	Specification
<b>Initiation</b>		
Project Team to attend kick-off meeting to adjust the Work Plan submitted in the proposal (if required, the adjustments will be reflected through an amendment to the contract)	Within 1 week of contract award	N/A
Draft work plan, for TC's approval	Within 3 weeks of contract award	Electronic format, English
Final Work Plan	Within 6 weeks of contract award	Electronic format, English
<b>Progress reports</b>		
Monthly progress reports (on all components)	Within 1 month of contract award	Electronic format, language of choice
Interim presentation of study progress to TC, including preliminary findings about cost and revenue, and an initial overview of expected/projected study results.	Within 8 months of contract award	Electronic format, Bilingual
<b>Component 1</b>		
<b>Service 1</b>		
Draft report - Tasks to be completed between now and project completion for input and validation	Within 4 weeks of contract award	Electronic format, language of choice
Final report - Tasks to be completed between now and project completion	Within 6 weeks of contract award	Electronic and paper format including copies of all source information used during the study (12 copies), Bilingual (*)
<b>Service 2</b>		
Draft report - Assessment of tolls and P3 possibilities for other JCCBI structures in Montreal	Within 2 months of contract award	Electronic format, language of choice
Final Report - Assessment of tolls and P3 possibilities for other JCCBI structures in Montreal	Within 3 months of contract award	Electronic and paper format including copies of all source information used during the study (12 copies), Bilingual (*)
<b>Service 3</b>		
Draft Risk Assessment Report	Within 12 months of contract award	Electronic format, language of choice

<b>Milestone</b>	<b>Estimated End Date</b>	<b>Specification</b>
Risk Assessment Report, including quantitative risk matrix	Within 15 months of contract award	Electronic format, risk matrix in Excel, report and matrix, Bilingual (*)
Summary of Market Soundings	Within 15 months of contract award	Electronic format, Bilingual (*)
Summary of value-for-money assessment		Electronic format, Bilingual (*)
Workable financial model with Risk inputs with accompanying instruction manual for working the model	Within 15 months of contract award	Excel format, Bilingual (*)
Draft Business Case for input and validation	Within 16 months of contract award	Electronic format, language of choice
Presentations to TC on draft Business Case	Within 16 months of contract award	Electronic format, Bilingual
Final Business Case	Within 18 months of contract award	Electronic and paper format including copies of all source information used during the study (12 copies), Bilingual
All raw data used for final Business Case, including survey materials, models and other source documents	Within 18 months of contract award	Electronic format, Bilingual (*)
Presentations (minimum of 1 as per TC's request) on final report	Within 18 months of contract award	Electronic format, Bilingual
<b>Component 2</b>		
Draft revenue and traffic input assumptions	Within 3 months of contract award	Excel format, language of choice
Financing/Tolling inputs	Within 3 months of contract award	Electronic format, Bilingual (*)
Methodology for the forecasting	Within 6 months of contract award	Electronic format, Bilingual (*)
Framework to be used to develop the model	Within 8 months of contract award	Electronic format, Bilingual (*)
Model	Within 10 months of contract award	Electronic format, Bilingual (*)
Draft report for input and validation	Within 12 months of contract award	Electronic format, language of choice
Presentations to TC on draft report	Within 12 months of contract award	Electronic format, language of choice
Final report, including copies of all source information used during the study	Within 14 months of contract award	Electronic format + 12 copies in paper format, Bilingual
All raw data used for final report, including survey materials, models and other source documents	Within 14 months of contract award	Electronic format, Bilingual (*)
Presentations (minimum of 1 as per TC's request) on final report	Within 16 months of contract award	Electronic format, Bilingual
<b>Component 3</b>		

Milestone	Estimated End Date	Specification
<b>Services 1 to 6</b>		
Draft Report - Additional bridge structural design concepts to be retained for further consideration, including benefits, drawbacks and general overview of costs	Within 2 months of contract award	Electronic format, bilingual (*)
Draft Preliminary Design and Costing report and associated draft engineering drawings, for input and validation, including a preliminary cost evaluation for detailed design and construction of the project alternatives	Within 12 months of contract award	Electronic format, language of choice
Presentation of Draft Preliminary Design and Costing report	Within 13 months from contract award	Electronic format, Bilingual
Final Preliminary Design and Costing report, including associated engineering drawings	Within 15 months of contract award	Electronic format + 12 copies in paper format, Bilingual
Cost model including inputs, construction, operating, maintenance costs, along with the s-curves, as appropriate	Within 15 months of contract award	Excel format, Bilingual (*)
Presentation on Final Preliminary Design and Costing report	Within 15 months of contract award	Electronic format, Bilingual

(\*) The translation of the following deliverables can be provided to TC past the delivery date but must be submitted within the period of 18 months of contract award.

**Table 4: Deliverables for Optional Services**

Component 1
Report with an update to the Business Case —Electronic format, Bilingual
Attendance and materials (Bilingual) at public open house information session
Public Consultation Summary report describing the results of the open house event —Electronic format, Bilingual (to be included in the Final Preliminary Design and Costing Report)
Component 2
Report with update to the traffic and revenue forecasts —Electronic format, Bilingual
Component 3

Inclusion of the analysis and results of the study for the implementation of tolling on other JCCBI structures, such as the Jacques Cartier Bridge, the Mercier Bridge and the Melocheville Tunnel, in the Preliminary Design and Costing Report.  
—Electronic format, Bilingual

## 7. PROGRESS REPORTS

The Contractor must submit monthly reports, in electronic format, on the progress of the work, to both the Technical Authority and the Contracting Authority.

The progress report must contain two (2) parts:

PART 1: The Contractor must answer the following three questions:

1. Is the project on schedule?
2. Is the project free of any areas of concern in which the assistance or guidance of Canada may be required?

Each negative response must be supported with an explanation.

PART 2: A narrative report, brief, yet sufficiently detailed to enable the Technical Authority to evaluate the progress of the Work, containing as a minimum:

1. A description of the progress of each task and of the work as a whole during the period of the report. Sufficient sketches, diagrams, photographs, etc., must be included, if necessary, to describe the progress accomplished;
2. An explanation of any variation from the work plan;
3. A description of trips or conferences connected with the contract during the period of the report; and,
4. A description of any major equipment purchased or constructed during the period of the report.

## 8. FORMAT OF DELIVERABLES

Electronic versions of all deliverables, documentation, reports, raw data, models and working papers must be compatible with PC microcomputers and with systems and software used by TC, such as MS Word, Excel and Power Point (compatible with MS 2007). All final deliverables will be provided in MS Word, Excel or PowerPoint, as well as in a PDF format. The Contractor must provide TC with passwords for any protected documents. Until all working papers are transferred to TC, the Contractor will provide TC, or a designated representative, access to all working papers, upon request.

The Contractor must provide all word-processing work required for the preparation of all deliverables, documentations, reports, raw data, models and working papers, or other documents. Documents are required in both official languages, unless otherwise specified in Section 6, Deliverables. Acceptance of the final deliverable(s) by TC will follow any required clearance of the deliverable(s). Only translation of deliverables identified with an (\*) can be provided to TC past the delivery date but must be submitted within the period of 18 months of contract award.

Logistics for presentations/meetings: The Contractor will provide documentary materials (electronic and hard-copy) for each participant attending the sessions.

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Engineering drawings must be prepared in the 2007 or a later version of AutoCAD, in full scale in the paper space/model space, on 22 inch x 34 inch sheets. The drawings will be prepared according to Public Works and Government Services Canada Computer Aided Drafting and Design (CADD) Standards. Information about how to obtain a copy of the drafting standards is available online: <http://www.tpsgc-pwgsc.gc.ca/cdao-cadd/index-eng.html>.

## 9. CLIENT SUPPORT

The Contractor must furnish the office, working space and all of the office equipment, services and supplies required for the services provided under this contract.

When the Contractor's resources are on a government site, access to a workstation with a telephone and computer may be provided to the Contractor's resources for limited use, subject to the approval of TC.

TC will:

- Monitor the quality and delivery of the work under the contract and provide timely feedback to the Contractor; and,
- Ensure access as appropriate to existing documentation and project locations; Maintain stakeholder relationships and liaise with stakeholders.

TC will support when required the logistics associated with the scheduling and organization of meetings.

## 10. TRAVEL AND LOCATION OF WORK

Work will take place at the Contractor's facilities. The Contractor will be expected to travel to Ottawa and Montreal on a regular basis.

The nature and frequency of this travel is still being determined. All travel required, must be pre-approved by TC.

## 11. LANGUAGE OF WORK

All briefings and meetings will be conducted in an official language of Canada in accordance with the *Official Languages Act of Canada*.

The Project Coordinator must be able to read, to write and to speak in both French and English fluently as Project Coordinator may be required to interact with the public and the stakeholders in both official languages.

The Contractor will submit all deliverables in both French and English, unless otherwise specified in Section 6, Deliverables.

The Contractor's Team must provide the following services in one or both of the official languages of Canada, as requested by the third party. This includes, but is not limited to, the resources assigned to the following tasks:

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.

File No. - N° du dossier

QCL-1-34891

Buyer ID - Id de l'acheteur

qc1034

CCC No./N° CCC - FMS No./N° VME

- 
- presentations and briefings to TC;
  - conducting private sector soundings and risk transfer workshop; and,
  - consultations with stakeholders.

## ANNEX B

### BASIS OF PAYMENT

#### PART A - PROFESSIONAL SERVICES

At firm all-inclusive price, GST/HST extra, Incoterms 2000 DDP Delivered Duty Paid at destination (for goods), in accordance with the following :

DESCRIPTION	Firm all inclusive price GST EXCLUDED
Component 1 – Input to Project Planning and Development of the Business Case	
Component 2 – Traffic and Revenue Forecasts	
Component 3 – Preliminary Design and Costing	
<b>TOTAL PARTIE A SERVICES PROFESSIONNELS</b>	

#### PART B - TRAVEL AND LIVING EXPENSES :

The Contractor will be reimbursed its authorized travel and living expenses reasonably and properly incurred in the performance of the Work, at cost, without any allowance for profit and administrative overhead, in accordance with the meal, private vehicle and incidental expenses provided in Appendices B, C and D of the Treasury Board Travel Directive, and with the other provisions of the directive referring to "travellers", rather than those referring to "employees".

All travel must have the prior authorization of the Technical Authority.

The authorized travel and living expenses will be paid upon submission of an itemized statement supported by receipt vouchers. All payments are subject to government audit.

Canada will not accept any travel and living expenses for any relocation of resources required to satisfy the terms of the Contract.

DESCRIPTION	Total Estimated Cost of Limitation of expenditure GST EXCLUDED
TRAVEL AND LIVING EXPENSES	50 000.00\$

**PART C - OPTIONAL PROFESSIONAL SERVICES**

At firm all-inclusive price, GST/HST extra, Incoterms 2000 DDP Delivered Duty Paid at destination (for goods), in accordance with the following:

<b>Component</b>	<b>Description</b>	<b>Firm all inclusive price</b>
1	<b>Option 1: Business Case Update</b> - price for one (1) individual update	
	<b>Option 2: Business Case Update</b> - price for second (2nd) individual update	
	<b>Option 3: Other Federal Structure(s) in the Business Case</b> -price for the Jacques Cartier Bridge structure added to the Business Case analysis	
	<b>Option 4: Other Federal Structure(s) in the Business Case</b> -price for the federal portion of the Honoré Mercier Bridge added to the Business Case analysis	
	<b>Option 5: Other Federal Structure(s) in the Business Case</b> -price for the Melocheville Tunnel structure added to the Business Case analysis	
	<b>Option 6: Public Open House</b> - price for the first individual public open house event	
	<b>Option 7: Public Open House</b> - price for one (1) additional individual public open house event	
	<b>Option 8: Public Open House</b> - price for one (1) additional individual public open house event	
	<b>Option 9: Public Open House</b> - price for one (1) additional individual public open house event	
2	<b>Option 10: Traffic and Revenue Forecasts Update</b> - price for one (1) individual update to the Traffic and Revenue Forecast	
	<b>Option 11: Traffic and Revenue Forecasts Update</b> - price for one (1) individual update to the Traffic and Revenue Forecast	
3	<b>Option 12: Implementation of Tolling System on Other Federal Structure(s)</b> - price for the Jacques Cartier Bridge evaluated for feasibility of implementation of tolling system	
	<b>Option 13: Implementation of Tolling System on Other Federal Structure(s)</b> - price for the federal portion of the Honoré Mercier Bridge structure evaluated for feasibility of implementation of tolling system	
	<b>TOTAL PART C OPTIONAL PROFESSIONAL SERVICES</b>	

**ANNEX C**

**CONTRACTOR DISCLOSURE OF FOREGROUND INFORMATION**

This form is to be completed and signed by the Contractor upon completion of the contract, countersigned by the Technical Authority of the Client Department, and returned to the following Contracting Authority:

Andrée-Anne Gabra  
Acting acquisition chief  
Acquisition Branch  
Public Works and Government Services Canada  
601-1550 D'Estimauville Avenue, Quebec City, Quebec G1J 0C7  
Andree-anne.gabra@tpsgc-pwgsc.gc.ca  
Telephone: (418) 649-2836  
Facsimile: (418) 648-2209

Contract Title: \_\_\_\_\_  
PWGSC file number: \_\_\_\_\_  
Contract Serial number: \_\_\_\_\_  
Contractor: \_\_\_\_\_

It is a term of the referenced contract that, regardless of its ownership, all Foreground Information<sup>1</sup> that could be Inventions<sup>1</sup> and all other Foreground Information, must be promptly and fully disclosed to Canada.

<sup>1</sup> - defined in the General Conditions identified in the Contract

**Consequently, the undersigned, being a duly authorized officer of the Contractor, certifies that during the tenure of the contract** (mark appropriate box):

- ( ) No Foreground Information was conceived, developed or produced as part of the Work and, therefore the Contractor has nothing to disclose.
- ( ) All Foreground Information which was conceived, developed or produced as part of the Work was fully disclosed and documented in the technical reports delivered by the Contractor to the Technical Authority designated in the Contract, and the Contractor has nothing further to disclose.
- ( ) All Foreground Information conceived, developed or produced as part of the Work by the Contractor is hereby fully disclosed in the attached document.

\_\_\_\_\_  
Contractor Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Title

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.

File No. - N° du dossier

QCL-1-34891

Buyer ID - Id de l'acheteur

qc1034

CCC No./N° CCC - FMS No./N° VME

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Technical Authority

Date

The signature of the technical authority means only that it took note of the text, it's not an approval

## ANNEX D

### NON-DISCLOSURE AGREEMENT

I, \_\_\_\_\_, recognize that in the course of my work as an employee or subcontractor of \_\_\_\_\_, I may be given access to information by or on behalf of Canada in connection with the Work, pursuant to Contract Serial No \_\_\_\_\_ between Her Majesty the Queen in right of Canada, represented by the Minister of Public Works and Government Services and \_\_\_\_\_, including any information that is confidential or proprietary to third parties, and information conceived, developed or produced by the Contractor as part of the Work. For the purposes of this agreement, information includes but not limited to: any documents, instructions, guidelines, data, material, advice or any other information whether received orally, in printed form, recorded electronically, or otherwise and whether or not labeled as proprietary or sensitive, that is disclosed to a person or that a person becomes aware of during the performance of the Contract.

I agree that I will not reproduce, copy, use, divulge, release or disclose, in whole or in part, in whatever way or form any information described above to any person other than a person employed by Canada on a need to know basis. I undertake to safeguard the same and take all necessary and appropriate measures, including those set out in any written or oral instructions issued by Canada, to prevent the disclosure of or access to such information in contravention of this agreement.

I also acknowledge that any information provided to the Contractor by or on behalf of Canada must be used solely for the purpose of the Contract and must remain the property of Canada or a third party, as the case may be.

I agree that the obligation of this agreement will survive the completion of the Contract Serial No: \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date