



**RETURN INFORMATION TO:
Parks Canada Agency, Bid Receiving Unit
National Contracting Services**

BID FAX : 1-855-983-1808

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This is the only acceptable email address for responses. Responses submitted by email directly to the Contracting Authority or to any other email address will not be accepted.

The maximum email file size is 15 megabytes. Parks Canada Agency (PCA) is not responsible for any transmission errors. Emails with links to bid documents will not be accepted.

REQUEST FOR INFORMATION

Comments:

This is not a bid solicitation but an inquiry for the purpose of obtaining information for the goods, services, and construction specified herein. The information requested herein is for budgeting and planning purposes only. Contracts will not be entered into on the basis of suppliers' responses

Issuing Office:

Parks Canada Agency
National Contracting Services
Cornwall, Ontario, K6H 6S2

Title: Request for Information – Boundary Road Swing Bridge replacement project	
Solicitation No.: 5P468-23-0009/A	Date: March 07, 2023
Client Reference No.: n/a	
GETS Reference No.: PW-23-01029372	

Solicitation Closes: At: 14:00 On: April 13, 2023	Time Zone EDT
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Address Enquiries to: Sheldon Lalonde Email: sheldon.lalonde@pc.gc.ca	
Telephone No.: 343-585-3836	Fax No.: 1-866-246-6893
TO BE COMPLETED BY THE CONTRACTOR	
Vendor/ Firm Name:	
Address:	
Telephone No.:	Fax No.:
Name of person authorized to sign on behalf of the Vendor/ Firm (type or print):	
Signature:	Date:

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INSTRUCTION TO CONTRACTORS

SCOPE OF WORK

1. Purpose

Parks Canada Agency (PCA) is launching a *Request for Information* (RFI) process to support the planning and implementation of its ongoing Boundary Road Swing Bridge replacement project. The process is aimed at inviting Contractors and Construction Managers to express interest in bidding on the project. Further to provide industry and project specific information related to contract procurement, scheduling and execution of the work.

The project is aimed at replacing a heritage steel swing bridge located on Simcoe Street/Mara Eldon Boundary Road crossing the Talbot River near Bolsover, Ontario on the Trent Severn Waterway (TSW). The bridge was designed to swing to permit navigation down the river as part of the TSW lock system with Bolsover Lock # 37 located just downstream. The old bridge was removed in 2020 and, Parks Canada has made subsequent attempts to retender the work to rehabilitate the old bridge piers and supply a new functioning swing bridge built to sympathetically replicate the original structure.

Completion of the project has faced challenges beginning with a cancellation of its first construction tender and a cancelled previous construction attempt at replacing the bridge. Since the initial contract the COVID-19 pandemic has taken place and industry conditions have greatly changed. Most recently a retender attempt in 2022 was unsuccessful in awarding a new contract due to insufficient funding.

At this time, PCA is contemplating retendering the work to complete the initial project objective of replacing the bridge. No decision has been made on whether or when the tender may be issued. To inform the project, information is sought from industry subject matter experts.

The objectives of this *Request for Information* (RFI) are to:

- a) Understand market interest and availability of resources to deliver the project.
- b) Inform the project management plan and procurement strategy which will best achieve the project's objectives and offer best value to PCA;

2. Nature of Request for Information

This is not a bid solicitation and this RFI will not result in the award of any contract. Procurement of the constructions described in this RFI will not necessarily follow this request.

Respondents and potential suppliers of any goods or services described in this RFI should not earmark stock or facilities, nor allocate resources, as a result of any information contained in this RFI. This RFI will not result in the creation of any source list; therefore, whether or not any supplier responds to this RFI will not preclude that supplier from participating in any future procurement.

This RFI is simply intended to solicit information and feedback from industry with respect to the matters described in this RFI.

Participation in this RFI process is encouraged, but is not mandatory. There will be no shortlisting of potential suppliers for the purposes of undertaking any future work as a result of this RFI. Similarly, participation in this RFI is not a condition or prerequisite for the participation in any potential subsequent solicitation.

Nothing in this RFI will be construed as a commitment from PCA to issue a solicitation for this requirement. PCA may use non-proprietary information provided in this review and/or in the preparation of any formal solicitation document.

PCA will not be bound by anything stated herein and reserves the right to change at any time, any or all parts of the requirement, as it deems necessary. PCA also reserves the right to revise its procurement approach, as it considers appropriate, either based upon information submitted in response to this RFI or for any other reason it deems appropriate.

3. Nature and Format of Responses Requested

Respondents are requested to provide their comments, concerns and, where applicable, alternative recommendations regarding how the requirements described in the RFI could be satisfied. Respondents are also invited to provide comments regarding the content, format and/or organization of any draft documents included in this RFI. Respondents should list and explain any assumptions that they make in their responses.

4. Response Costs

PCA will not reimburse any respondent for expenses incurred in responding to this RFI (including but not limited to reports, site visits, etc.).

5. Treatment of Responses

- a) Use of Responses: Responses will not be formally evaluated. However, the responses received may be used by PCA to develop or modify procurement strategies or any draft documents. PCA may, in its discretion, review responses received after the RFI closing date.
- b) Review Team: A review team composed of representatives from PCA will review the responses. Canada reserves the right to use any Government resources that it considers necessary to review any response. Not all members of the review team will necessarily review all responses.
- c) Confidentiality: Respondents should clearly mark any portions of their response that they consider proprietary or confidential. Canada will treat those portions of the responses as confidential. Individual responses will not be shared with other respondents.
- d) Post-Submission Review Meetings: Canada may request individual Post-Submission Review Meetings with respondents to provide clarity on information provided. If required, requests will be handled via email and Canada will determine whether it requires additional information from any given respondent.

6. Contents of this RFI

Respondents are requested to note that the documents referenced below, remain a work in progress and respondents should not assume that new clauses or requirements will be added to any bid solicitation that is ultimately published by Canada. Comments regarding any aspect of the draft document are welcomed.

6.1 This RFI contains the following documents:

- a) Annex A – Requirement; and
- b) Annex B – Questions to the Industry
- c) Annex C – PPT - Boundary Swing Bridge RFI 2023

7. Format of Responses

Title Page

The name and address of the respondent;

- i. The name, address and telephone number of the responder's contract;
- ii. The date; and
- iii. The RFI number.

Annex A – Requirement Responses

- i. Provide information and responses following the numbering scheme if commenting on specific sections and/or providing responses to the questions.
- ii. Attach any additional pages for comments, technical specification explanations or additional details.

If applicable, an appendix containing additional illustrations, data, schedules, technical details and specifications, etc.

8. Site Visit

There will be an optional site visit on **Tuesday March 21, 2023 from 1:00 PM TO 2:00 PM EDT.**

In the event of inclement weather, the site visit may be rescheduled. The contingency date and time may be altered but is otherwise – **To be confirmed.**

Interested Attendees are to meet at:

Boundary Road Bridge (44°30'59.3"N 79°04'55.9"W)

Mara-Eldon Boundary Road / Simcoe Street

Ramara (Near Bolsover) Ontario

Crossing the Talbot River

Google Maps Link: <https://goo.gl/maps/PTWVLe1tRTiNo4GQ6>

The bridge is currently out. Attendees are advised to assemble at the South end of the bridge off County Road 48 (Portage Road)

Respondents are requested to communicate with the Contracting Authority before the optional site visit to confirm attendance and provide the name(s) of the person(s) who will attend.

The intention of the site visit will be for a PCA representative to show the site and discuss some of the various project particulars including project limits, access, known constraints and so on. The project scope will also be presented. The PCA project representative will be familiar with project particulars and the RFI. It will likely be PCA's Project Manager and may also be attended by the Consultant Design Engineer.

Some opportunity will be available and encouraged for attendees to provide feedback requested formally in the RFI however more so will be offered in the Respondents Conference described below. Further, while PCA appreciates any information and input that can be offered and will enthusiastically accept it in all forms, where it can be formally documented and submitted in writing it will be most beneficial for PCA's future use.

9. Respondents Conference

A virtual conference will be held via MS Teams to review the contents of the RFI and to discuss project background, scope and particulars.

The intention of the respondents' conference will be for a PCA representative to discuss some of the various project particulars including project limits, access, known constraints and so on. The scope of the requirement outlined in the Request for Information (RFI) will be reviewed during the conference and questions will be answered.

Respondents are requested to communicate with the Contracting Authority before the conference to confirm participation and obtain the dial-in coordinates. Respondents should provide, in writing, to the Contracting

Authority, the name(s) of the person(s) who will be participating and a list of issues they wish to table no later than forty-eight (48) hours prior to the scheduled conference time.

The conference will be held

Thursday March 23th at 10:00AM to 10:00AM EDT.

The conference will be led by a PCA project representative familiar with project particulars and the RFI. This will likely be PCA's Project Manager. The Consultant Design Engineer will also attend and actively participate.

Opportunity will be had for attendees to openly share ideas and generate discussion.

The session will be transcribed for the purposes of documentation and for PCA's ease of future reference as is the very intention of this RFI process.

Participants will be reminded at the commencement of the conference.

10. Enquiries

Because this is not a bid solicitation, Canada will not necessarily respond to enquiries in writing or by circulating answers to all potential suppliers. However, respondents with questions regarding this RFI may direct their enquiries to the Contracting Authority.

Contracting Authority: **Sheldon Lalonde**

Email: sheldon.lalonde@pc.gc.ca

Tel: **343-585-3836**

11. Submissions

The only acceptable email address for responses is soumissionsami-bidsrpc@pc.gc.ca. Responses submitted by email directly to the Contracting Authority or to any email address other than soumissionsami-bidsrpc@pc.gc.ca will not be accepted.

ANNEX A - REQUIREMENT

Project Objective

The project is aimed at replacing a heritage steel swing bridge located on Simcoe Street/Mara Eldon Boundary Road crossing the Talbot River near Bolsover, Ontario on the Trent Severn Waterway (TSW). The bridge was designed to swing to permit navigation down the river as part of the TSW lock system with Bolsover Lock # 37 located just downstream. The old bridge was removed in 2020. Parks Canada has since attempted to retender the work to rehabilitate the old bridge piers and supply a new functioning swing bridge built to sympathetically replicate the original structure.

Project Background

The Boundary Road Swing Bridge is a single lane moveable swing bridge located on the Talbot River. The bridge is 41.9m (140ft) long and is constructed of half through (modified warren) steel pony trusses with a steel plate pivot girder, steel stringers, timber laminated deck and traffic running strips. The bridge features two (2) equal arms and is operated by hydraulic power. This includes the cylinders that swing the bridge as well as end lifts. The bridge pivots on a central bearing located at the mid-span of the bridge on an island pier in the river.

The original bridge was constructed in 1902 and is a cultural (heritage) resource of national historic significance for its attachment to the TSW as a National Historic Site and as an intrinsic part of the designated heritage landscape.

Before it was demolished in 2020, the bridge was one of five (5) original Simcoe-Balsam Lake Bridges constructed on the TSW in a similar fashion. However, the original piers remain and are intended to be rehabilitated.

A project to replace the bridge and rehabilitate its piers was officially raised in 2015 as part of a larger infrastructure improvement program on the TSW.

Inspections of the structure identified that the steel superstructure was severely deteriorated suffering from age related decay and a condition known as "*black rust*". The bridge could no longer carry its design loading and the bridge was deemed to be at end of life with no viable means of rehabilitation. This was supported by an official overall inspection rating of '*critically inadequate*'. The timber deck on the structure last replaced in 2007 was also found to be in need of replacement. Mechanical and electrical components were antiquated and similarly at end of life requiring complete replacement seeking opportunities for modernization. The concrete substructure including the island pier and abutments while also severely deteriorated at the surface were found to be otherwise integrally sound with deficiencies non-consequential to stability should they be rehabilitated.

The posted load rating of the bridge prior to the project was 8 Tonnes downgraded from its true capacity and otherwise limited due to the capacity of roadways to the North.

While losing the bridge is a loss given the heritage context, replacing the bridge did offer an opportunity as it was found the structure without modification, simply using modern steel would offer full highway load capacity. This would result in a substantial boost to redundancy and life cycle as the bridge need only carry 5 Tonnes to meet the requirements of the roadway.

The decision was made to replace the bridge in a sympathetic manner matching the heritage detailing of the old bridge to the highest degree possible.

The project was first tendered in 2019 and was cancelled. It was retendered in 2020 and awarded. Following the demolition and removal of the bridge superstructure, construction came to a stop in 2021. The project was then retendered in 2022; however, the process was unproductive due to insufficient funding.

At this time, PCA is contemplating retendering the work to complete the initial project objective of replacing the bridge.

No decision has been made nor has timing been determined.

To inform the project, information is sought from industry subject matter experts, namely Contractors and Construction Managers who would be interested in bidding the project if retendered or otherwise who have experience in similar work.

Work Completed to Date

The steel superstructure was demolished and removed from site. It was disposed of and is no longer in PCA's possession.

Mechanical and electrical components were demolished.

Some components of the old bridge were salvaged for reuse in the new bridge. This includes the centre bearing which may require some refurbishment. The list of items is otherwise minimal and a completely new steel superstructure, timber deck with full mechanical and electrical (M&E) systems are required.

The concrete piers were to have been refaced; however, only the North abutment saw removals of existing deteriorated concrete. The removals to the abutment may or may not be fully complete and will need to be confirmed in any reattempt at construction. Otherwise no concrete rehabilitation work has been completed and remains to be completed before a new superstructure can be erected.

Project Scope

In essence the project is a complete bridge replacement minus superstructure and M&E systems demolition with some progress already complete on concrete substructure removals.

Parks Canada currently maintains the roadway closure signage along the detour route and holds the permit with the roadway authority.

ANNEX B - QUESTIONS FOR INDUSTRY

Interest

1. **Would you be interested in bidding on the Boundary Road Swing Bridge project if it was retendered again?**

Construction Schedule

Historically, Trent Severn Waterway (TSW) swing bridge replacement projects have specified a construction period coinciding with the TSW's annual off-season period to avoid impacts to waterway navigation. Construction typically commences immediately following Thanksgiving weekend in October allowing work to continue to the long weekend in May. The requirement has been to achieve substantial performance including operability of the bridge and preliminary commissioning prior to the May long weekend with final commissioning and final completion occurring into the summer. Over the years, few projects have achieved this deadline.

The Boundary Road Swing Bridge was tendered considering this schedule in 2020 but construction was not completed. The project was recently retendered in 2022 and cancelled prior to award. The retender otherwise considered a schedule with a construction period extended by approximately 3 months. The bridge was to be operating well by August with final commissioning completed by October navigation season closure.

A key schedule constraint involved in most swing bridge projects is the annual in-water work restriction timing window regulated by the Federal Department of Fisheries and Oceans (DFO) and Provincial Ministry of Natural Resources (MNR) in some jurisdictions. At Boundary Road Bridge, this restricts all in-water work from March 15th through July 15th annually to protect fish spawning in the area. Concrete sub-structure components including both abutments and the centre pier require re-facing as well there are underwater mechanical tubing and electrical cabling feeds for bridge mechanisms at the centre pier to install. Embankments also require work within the high water line. All of this work is therefore mandatory to complete before March 15th to meet the contract timeline. A May season opening completion date is targeted.

Parks Canada is aware that due to current industry supply chain constraints and market availability that the traditional implementation schedule may no longer be achievable. Parks Canada is interested in feedback from industry regarding the project master schedule and key milestones.

Figure 1 below depicts a HYPOTHETICAL schedule example for illustration purposes. It should not be construed as Parks Canada's intention as information from industry is sought to aid project scheduling. Dates are artificial and have been set in the past to avoid this being misconstrued as a true schedule. No decision has been made about retendering this project.

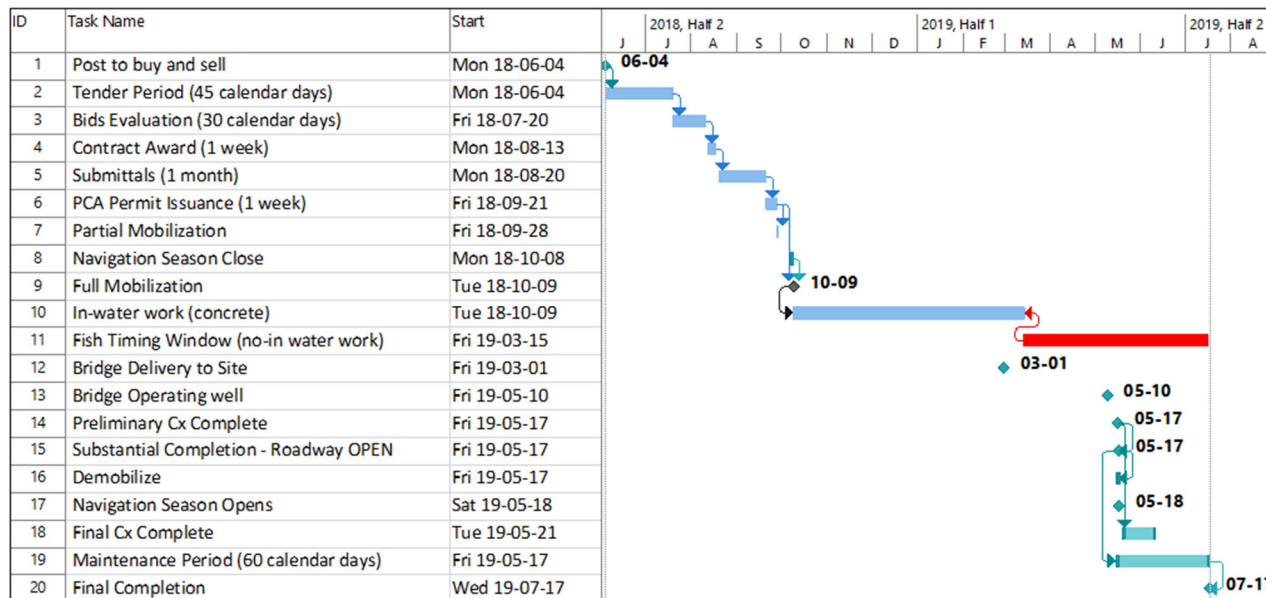


Figure 1 - Traditional Single Season Schedule (fictitious dates. Example only)

Please answer the following questions regarding the construction schedule.

2. Is a single season (October to May) construction period as illustrated in Figure 1 above feasible to achieve the primary project objective of opening the bridge to roadway traffic before Navigation Season opens in May?

In the past Parks Canada has often been asked if it could tolerate a two season construction schedule. To date such consideration has not been warranted; however, our most recent projects have struggled to meet timelines and feedback during the 2022 tender was that such a scenario may in fact be necessary to meet the project objectives given the current state of industry. In this case, the Contractor would be granted two winter work periods to complete in-water work. They would also potentially be afforded the ability to complete in-water work through the summer and fall months following the legislated in-water work restriction period provided there are no impacts to navigation.

Figure 2 below once again depicts a HYPOTHETICAL schedule example for illustration purposes. It should not be construed as Parks Canada's intention. Dates are artificial and have been set in the past to avoid this being misconstrued as a true schedule. No decision has been made about retendering this project.

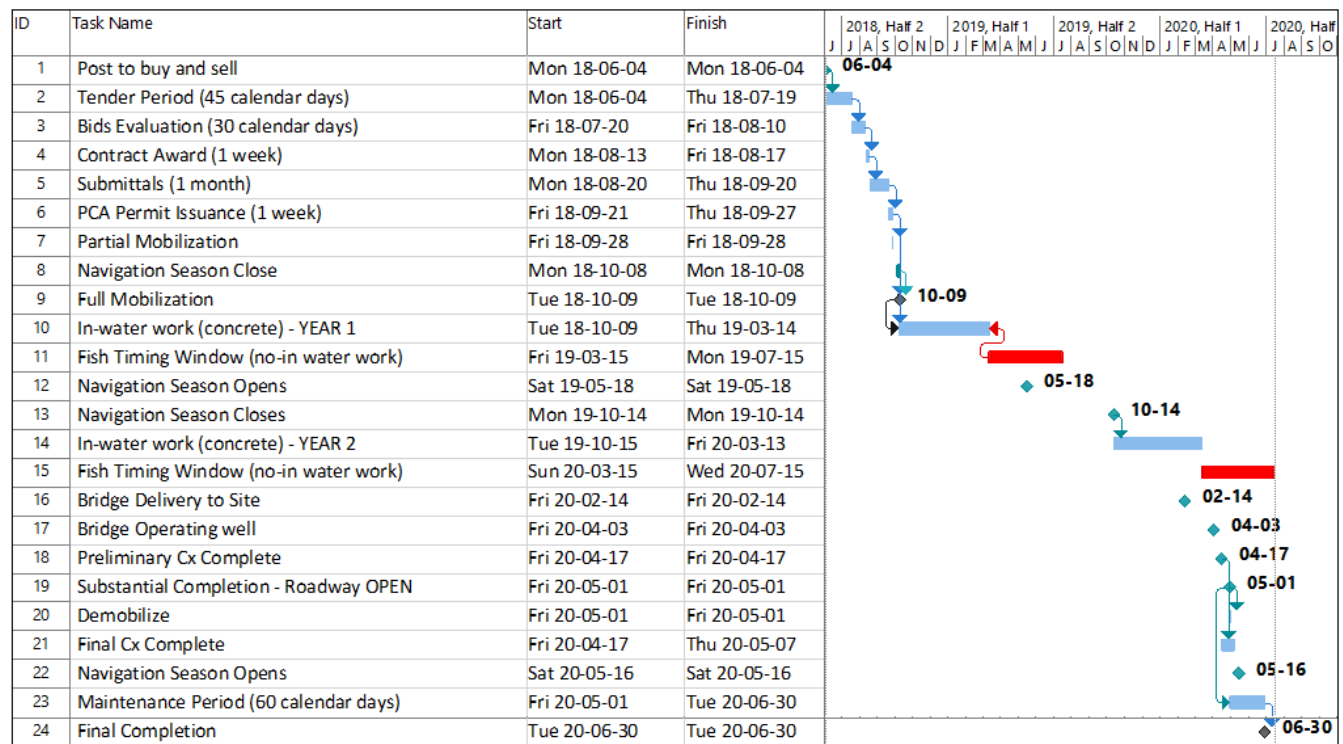


Figure 2 – Hypothetical Two Season Schedule (fictitious dates. Example only)

- If the answer to question 1 is “NO”, Would a two season construction period with milestone dates as depicted in Figure 2 above be conceivable and potentially alleviate concerns with the traditional single season implementation?

Winter work

While the bridge is not located at a lock, site work at the Boundary Road Bridge must be completed in a manner that will not interfere with the passage of watercraft through the site during navigation season. While work is possible during navigation season on land and outside of the designated navigation channel, the water level, however, is deeper during navigation season. This adds additional challenges to complete the specified concrete substructure repair work.

- Is a single winter work period of mid October to March 15th sufficient to complete the full in-water concrete substructure rehabilitation scope of work including to both abutments and the centre pier?

If the answer to the above is “NO” the respondent could have two (2) options to consider in phasing the work.

Option A) Phase some concrete work so it could be completed during warmer weather in the summer. This would be possible outside of the navigation channel (south of the centre pier). The north abutment could be worked on as well as the centre pier if the means of construction allowed sufficient space for boats to pass. However, the summer water level is higher with a higher probability of high flows.

Option B) Phase work to complete a portion in a first year of winter work and return in a second winter season to complete work as per the hypothetical schedule depicted in Figure 2 above. Opportunity to complete some in-water work during the summer and fall period in between remains.

Note that water levels cannot be manipulated for the purposes of construction without exception.

5. Which option above does the bidder prefer?

Site Access for Bridge Erection

The bridge is remotely located and accessible via a causeway from the South and a rural road with year round load limitations to the North. The south approach causeway is narrow which is a known constraint to mobilizing a crane to the south abutment. Outrigger placement is the primary concern. Further there are aerial hydro cables crossing the causeway which are a known constraint to the use of cranes at the site. The 2022 tender and related amendments made mention of the hydro utility and that any disruptions to power would need to be directly coordinated by the Contractor with Hydro One stipulating strict timelines for doing so.

It is understood that the feasibility of completing said coordination may be questionable in a single season construction period as Parks Canada has been considering.

The utility is under license with Parks Canada and as such Parks Canada would participate in any discussions related to utility removal. Parks Canada would also allow any associated work that is required.

6. Could removing the hydro lines be avoided and would Parks Canada be safe to stipulate this in the document? Consider the load limitations on the roadway to the North of the bridge and physical constraints to the south.

Steel Supply and Fabrication

The 2022 retender identified supply constraints on the supply and fabrication of the steel bridge. While the steel for this bridge was fully sourced in 2020, it was not purchased by Parks Canada. Bidders in the 2022 tender process indicated it is no longer available. Bidders have indicated that the Steel material was in short supply with lead times well in excess of industry norms prior to the start of the pandemic in 2020. This also includes historic sections which are now rarely produced and require import from foreign steel mills. Further Parks Canada is aware that perhaps only a handful of steel fabricators in the area of delivery for this project are capable of fabricating and erecting the steel superstructure. Potential bidders in 2022 expressed most were unavailable to meet the timelines of the project.

7. Does there continue to be long lead times for ordering and fabricating steel for this bridge? Particularly on the rare sections what is the current expected lead time?

8. What is the current estimated percentage price increase on steel from pre-pandemic pricing? E.g. on a typical hot rolled wide flange beam under 500mm (20") in depth or first preference steel plate product of 20mm (19mm) thickness. Grade 50 ASTM A572 (or CSA G40.20/21 300W / 350W)?

Timber Supply

Other recent projects at Parks Canada sites including bridge work have identified a concern with supply of rough sawn timber particularly when pressure treated such as for the laminated timber deck, running/wearing planks and raised curbs specified for Boundary Road Swing Bridge. Spruce-pine-fir (SPF) is specified for the deck and Hemlock for the running boards at Boundary Road Swing Bridge however Douglas Fir could be acceptable as an alternative for running boards if supply shortages exist. All timber is to be pressure treated with Copper Chromate Arsenate (CCA).

- 9. Are there supply concerns including prolonged lead times or complete shortages associated with the specified timber products or timber treatments for Boundary Road Swing Bridge?**
- 10. If the answer is 'YES' to the above, what is the lead time and are there alternatives that may better meet timelines?**

Mechanical

While mechanical systems for the Boundary Road Bridge are generally simplistic, certain components are customized including the fabrication of a hydraulic power unit (HPU) and associated hydraulic system which is specified at a performance level requiring a shop capable of not only fabricating but custom detailing and design to meet the performance level requirements of the contract. The centre bearing is also unique. It is a heritage item to be salvaged and may require refurbishment machining to meet specified tolerances. This will require specialized shop capability and experience.

- 11. Are there any concerns with obtaining the services of a mechanical shop capable of completing the bridge work including lead times and supply shortages? If so, please also identify if there are specific components of concern and provide any details that you may be willing to share.**

Procurement Schedule

Historically the timing for procurements of Trent Severn Waterway (TSW) swing bridge replacement projects has varied. In general, however, the TSW has considered a target construction procurement posting date of June with a posting time varying per project but on average in the area of 30 days. Most have been extended to respond to questions bringing the tender time to about 45 days. The bid evaluation time has varied according to the complexity of the solicitation documents but the time to award can generally be expected to be 10 to 30 days although a 60 day bid validity period generally applies. This means that for a June 1st posting, tender close can usually be expected by July 15th and contract awarded by August 15th leaving approximately 60 days for the preliminary submissions such as the contractor's health and safety plan, environmental management plan (EMP) and associated permitting by Parks Canada to mobilize to site. The earliest start date for on-site work is the Tuesday following October Thanksgiving weekend when the river (canal) and locks close to navigation. Some mobilization activities such as installation of a site trailer and fencing, posting of roadway detour route signage and so forth would commonly be permitted to proceed sooner than the start date. This describes what Parks Canada has considered as an ideal procurement schedule. Generally, a posting date of early August has been considered as the latest feasible time for a single season construction period to remain possible.

- 12. Considering supply chain constraints, lead times and the availability of key sub-trades and suppliers, when would the latest feasible contract award date be? Please state the month of the year.**
- 13. How long would the ideal posting duration be to prepare a technical and price submission? Consider the last procurement model which included a technical submission (proposal) with rated technical criteria. Please provide answer in number of business days.**

Procurement Strategy/Instrument

Historically many Trent Severn Waterway (TSW) projects were tendered using a lowest price procurement model. In recent years Parks Canada has placed a greater emphasis on quality of contractor selection and a two

(2) envelope submission model was adopted. This required bidders submit proof of compliance with certain experience and qualifications criteria in order for their price submissions to be considered.

Qualifications required for bid compliance

The 2022 invitation to tender (ITT) document required a number of minimum experience and qualifications requirements in order for the bidder's response to receive a passing score and be deemed compliant. This was described in Appendix 3 – Qualifications Criteria within the ITT document. The evaluation considered qualifications and experience described as “*Achievements*” of the General Contractor (bidder) as well as key personnel including the Contractor's Project Manager and Site Superintendent.

The requirements called for a minimum of two (2) projects substantially completed in the last ten (10) years. One of those projects had to have been a moveable bridge. Parks Canada is considering extending that timeframe to recognize bridge technology has remained largely unchanged in longer than ten (10) years particularly on heritage bridge projects like Boundary Road Bridge where there is little ability to make changes. Further Parks Canada realizes that the similar swing bridges it owns such as the Lakeshore and Bolsover Swing Bridges which are very similar were completed more than ten (10) years ago at this point and they should serve as acceptable experience.

14. How many years into the past should Parks Canada consider when requesting Bidders demonstrate experience substantially completing two (2) or more bridge projects including one moveable bridge project? State answer in number of years.

It is understood that personnel retention has become increasingly challenging in recent years. Moveable bridge construction is a niche sector with few bridges of the sort existing in the province. Some construction firms that specialize in this sector and were responsible for projects over the years may no longer exist and may have merged with or been acquired by others. Further, senior personnel are being lost through attrition and taking their experience with them into retirement. Assuming this trend continues Parks Canada is aware that stipulating certain conditions related to experience may be limiting such as demanding that a contractor's experience be that of their own and not acquired by purchasing or merging with another firm or hiring their personnel.

That said, Parks Canada would not consider contractors with zero experience at all on moveable bridge projects given the challenges of this project. The desire is to right size the qualifications requirements for the project.

Solicitation No. - N° de l'invitation
5P468-23-0009/A

Client Ref. No. - N° de réf. du client
n/a

Amd. No. - N° de la modif.
000

File Name - Nom du dossier

Boundary Road Swing Bridge replacement project

Contracting Authority - Autorité contractante
Sheldon Lalonde

ANNEX C - BOUNDARY SWING BRIDGE RFI 2023

This document is attached as a separate pdf.