

May 13, 2011

(As amended October 14, 2011 and as restated to incorporate Addenda 1-5)

ALBERTA TRANSPORTATION REQUEST FOR PROPOSALS

FOR THE

DESIGN, BUILD, FINANCE, OPERATE

OF

**NORTHEAST ANTHONY HENDAY DRIVE
CITY OF EDMONTON, ALBERTA, CANADA**

VOLUME 1 of 2

INSTRUCTIONS TO PROPONENTS (ITP)

Government of Alberta ■
Transportation

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Introduction

Alberta Transportation (the “**Department**”) is pleased to invite the Proponents to respond to this Request for Proposals (“**RFP**”) for the Northeast Anthony Henday Drive project. This RFP consists of the following two volumes:

- 1) **Volume 1: Instructions To Proponents (“ITP”)**, which summarizes the DBFO’s scope and objectives, presents information relating to the selection process, and lists the Submission Requirements including the required forms; and
- 2) **Volume 2: DBFO Agreement (including Schedules 1-18 (Schedule 18 sets out the technical requirements for the DBFO))**, which constitute the draft version of the DBFO Agreement that Proponents may comment upon prior to re-issuance in final form. The final form of the DBFO Agreement will be executed by the Successful Proponent and the Department. There shall be no post-selection negotiations on the final form of the DBFO Agreement.

The RFP and any supporting information from the Electronic Data Room or otherwise provided by the Department are being made available only to Respondents who have been short-listed and have subsequently been invited to submit their Proposals for the DBFO. Such information is made available on the condition that it is to be used in connection with the DBFO and for no other purpose whatsoever. Information contained herein or otherwise made available to Proponents must be treated as confidential. However, for greater certainty, such information may be shared with Proponents’ advisors, with potential lenders, and with potential lenders’ advisors, provided that Proponents ensure that these parties treat all such information as confidential as well.

Proponents are referred to Section 6 of the ITP which contains a comprehensive exclusion of liability on the part of the Government of Alberta, the Department, and its advisors in respect of the RFP. Each Proponent must make its own independent assessment of the DBFO and determine its interest in the DBFO and the content of its Proposal.

Section 1

General

1.0 General

1.1 Background

On March 2, 2011, the Department issued a Request for Qualifications (“**RFQ**”) for the design, build, financing, operation, maintenance, and rehabilitation of Northeast Anthony Henday Drive. Five submissions to the RFQ were received by the deadline of April 5, 2011. A short-list of three Respondents was determined and announced on May 9, 2011 by the Minister of Transportation. The three Proponents are (in alphabetical order):

- Alberta Roads Consortium;
- Capital City Link Group; and
- Edmonton Connect Partners.

This RFP is being issued to invite detailed Proposals from the three Proponents. Details with respect to the process for the selection of the Preferred Proponent, including the schedule, Submission Requirements and Proposal evaluation are provided in Section 5 of this ITP.

1.2 Project and O&M Overview

The Project involves the design and construction of the Northeast Anthony Henday Drive in the City of Edmonton, Alberta, Canada (the “**New Infrastructure**”). The New Infrastructure consists of approximately 27 kilometres of a new 6- and 8- lane divided freeway, plus additional basic and auxiliary lanes, and includes 9 interchanges, 10 flyovers (8 rail and 2 road), two river structures, and additional pre-grading for future interchanges.

The Successful Proponent will be responsible for the operation and maintenance (including rehabilitation) of the New Infrastructure.

In addition, the Successful Proponent will be responsible for the operation and maintenance (but not rehabilitation) of certain segments of highway (the “**Existing Infrastructure**”), which have been or will be constructed by the Department. The Existing Infrastructure includes the bridge structures carrying Whitemud Drive over Anthony Henday Drive, which is adjacent to or connected with the New Infrastructure.

The New Infrastructure and the Existing Infrastructure are shown in drawings forming Appendix A to Schedule 18 to the DBFO Agreement. More detailed descriptions of the New Infrastructure and the Existing Infrastructure are provided in the DBFO Agreement, the Technical Requirements and the Electronic Data Room.

1.3 DBFO Overview

It is the Department's intention to enter into a DBFO Agreement with the Successful Proponent for the implementation of the DBFO.

Key elements of the transaction include:

- Design, construction, and financing of the New Infrastructure
- Operation and maintenance (including rehabilitation) of the New Infrastructure
- Operation and maintenance (but excluding rehabilitation) of the Existing Infrastructure
- An approximately four-and-a-half-year Construction Period for the New Infrastructure and a thirty-year Operating Period for both the New Infrastructure and the Existing Infrastructure
- Construction progress payments in an amount that is between 50% and 70% of the capital costs of the New Infrastructure, payable to the Successful Proponent by the Province during the Construction Period. The actual amount will be determined in the future and confirmed by an addendum to this RFP
- Payments to the Successful Proponent over the Operating Period consisting of:
 - Constant fixed payments for the remaining capital costs of the New Infrastructure not covered by construction progress payments
 - Indexed payments for the costs associated with the operation, maintenance, and rehabilitation of the New Infrastructure
 - Indexed payments for the costs associated with the operation and maintenance of the Existing Infrastructure
- Performance-based and other adjustments to the above payments
- Handback of the Infrastructure at the end of the Operating Period in accordance with pre-determined conditions

Further details are provided in the remainder of this ITP and in the DBFO Agreement, including the Technical Requirements.

1.4 Project Timing

The New Infrastructure must be opened to traffic as a paved multi-lane, divided roadway by November 1, 2016. The New Infrastructure may be opened to traffic earlier provided that it has met the relevant requirements in the DBFO Agreement. Only minor works, not affecting the safe use of the roadway, may remain outstanding on Traffic Availability.

Responsibilities for the operation and maintenance of the Existing Infrastructure will be transferred to the Successful Proponent two months after execution of the DBFO Agreement.

1.5 DBFO Objectives

The Department has structured the DBFO to meet the following specific objectives, which are listed in no particular order:

- to expeditiously complete the procurement process;
- to complete construction of the Project so that it is ready for Traffic Availability by November 1, 2016;
- to achieve “value for money”, that is, optimal value over the Term;
- to ensure that the Project is designed, built and operated in an environmentally sound manner and in a manner that ensures the safety of the traveling public; and
- to ensure that the highway infrastructure is “handed back” to the Department in the required specified condition at the end of the Term.

1.6 DBFO Scope – New Infrastructure

The Successful Proponent will assume the responsibility for design, construction, financing, operation, maintenance, and rehabilitation of the New Infrastructure. The following provides an overview of the New Infrastructure and the scope of work related to it.

1.6.1 Design and Construction of New Infrastructure

This work includes the design and construction of approximately 27 kilometres of a new 6- and 8- lane divided freeway (and related appurtenances such as drainage works, street lighting, traffic signals, signage and roadside barriers) on Anthony Henday Drive from Manning Drive (Highway 15) to Whitemud Drive (east), and on Highway 16 (Yellowhead Trail) from east of the North Saskatchewan River to east of the Sherwood Drive interchange. Other components of the New Infrastructure include:

Interchanges:

- Manning Drive (Highway 15) (partially completed by others);
- 153 Avenue;
- 130 Avenue;
- Yellowhead Trail (Highway 16);
- Baseline Road;
- Sherwood Park Freeway;
- 17 Street NW at Sherwood Park Freeway;
- Broadmoor Boulevard (17 Street NE) at Yellowhead Trail;

- Sherwood Drive at Yellowhead Trail;

Grade Separations at:

- Canadian National Railway Company (“**CNR**”) Coronado;
- Victoria Trail;
- CNR Vegreville;
- CNR/Canadian Pacific Railway Company (“**CPR**”) Clover Bar Yard north of Highway 16 (Yellowhead Trail);
- CPR Willingdon south of Highway 16 (Yellowhead Trail);
- CPR Willingdon east of Anthony Henday Drive on Highway 16 (Yellowhead Trail);
- Petroleum Way; and
- Two river structures over the North Saskatchewan River.

Existing infrastructure:

Existing roadways, existing grading, and related appurtenances (such as drainage works, lighting, and signage) located within certain portions of the Road Right of Way shall form part of the New Infrastructure. This includes but is not limited to the existing roadway on Anthony Henday Drive between Highway 16 (Yellowhead Trail) and south of Whitemud Drive within the Project Limits, Highway 16 (Yellowhead Trail) between east of the North Saskatchewan River and east of the Sherwood Drive interchange within the Project Limits, and all existing crossing roads within the Project Limits.

Notwithstanding the preceding statement, the existing bridge structures carrying through traffic over Anthony Henday Drive at the Whitemud Drive interchange will be considered part of the Existing Infrastructure.

A detailed description of the New Infrastructure is provided in the DBFO Agreement and the Technical Requirements.

1.6.2 Operation, Maintenance, and Rehabilitation of New Infrastructure (the “New O&M”)

The New O&M activities will include but not be limited to the following:

- Inspection
- Routine and emergency maintenance
- Pavement surface maintenance
- Pavement rehabilitation
- Bridge structure maintenance and rehabilitation (including, bridge structural and operational repairs)

- Snow clearing and ice control
- Sign and landscape maintenance
- Drainage maintenance
- Lighting and signal control maintenance

1.6.3 Financing of New Infrastructure

The financing component of the DBFO obliges the Successful Proponent to arrange all financing (other than the Provincial Funding) required for the development of the New Infrastructure and to be responsible for the overall financial management of the DBFO for the term of the DBFO Agreement.

1.7 DBFO Scope — Existing Infrastructure

The Successful Proponent will assume the responsibility of operation and maintenance of the Existing Infrastructure. The following provides an overview of the Existing Infrastructure and the scope of work relating to it.

1.7.1 Overview of Existing Infrastructure

The Existing Infrastructure includes:

Existing Infrastructure already completed as of May 13, 2011:

- Bridge structures carrying Whitemud Drive over Anthony Henday Drive

A detailed description of the Existing Infrastructure is provided in the DBFO Agreement and the Electronic Data Room.

1.7.2 Operation and Maintenance of Existing Infrastructure (the “Existing O&M”)

The Existing O&M activities will include but not be limited to the following (the Successful Proponent will not be responsible for the rehabilitation of the Existing Infrastructure):

- Inspection
- Routine and emergency maintenance
- Pavement surface maintenance
- Bridge structure maintenance
- Snow clearing and ice control
- Sign and landscape maintenance
- Drainage maintenance

- Lighting and signal control maintenance

1.8 Collaboration

The Department has entered into various collaboration arrangements with its service suppliers in the private sector on major projects (including maintenance projects) for a number of years. These arrangements have been successful and beneficial through the use of a co-operative approach to deliver common objectives. This DBFO provides an excellent opportunity for the Department to continue building strong relationships and taking advantage of the private sector's developed skills and invested knowledge.

Successful collaboration will require considerable efforts by the parties, especially in the initial stages when it may be necessary for the Successful Proponent to employ facilitators at various stages to assist in developing a positive and productive relationship.

Proponents are required to submit their detailed collaboration strategy pursuant to the Submission Requirements (Appendix 1 to this ITP), on how collaboration with the Department and other parties will be successfully introduced, and the extent to which parties such as the various Team Members of the Preferred Proponent and any specialist advisors, relevant authorities, and municipalities are to be involved.

1.9 Safety Management

Safety is of the utmost importance to the Department. It will be the Successful Proponent's responsibility to design, construct, operate, and maintain the Infrastructure such that it is safe for the motoring public, the general public, and for all personnel employed directly or indirectly by the Successful Proponent for the Project and the O&M.

Proponents are to provide a Safety Plan in their proposals as specified in the Submission Requirements. The Safety Plan is to outline details with respect to the Successful Proponent's policies, safety plans, training programs and work site control plans to ensure the health and safety of all workers, and policies and safety plans to ensure the safety of the public, during the Construction Period and the Operating Period.

In addition, Proponents are to devise a Traffic Management Plan in accordance with the Submission Requirements. The Traffic Management Plan is to include details of the traffic accommodation strategies to be employed by the Successful Proponent over the term of the DBFO Agreement.

1.10 Environmental Management

It will be the Successful Proponent's responsibility to ensure compliance with all environmental requirements. As well, the DBFO Agreement requires the Successful Proponent to meet specific environmental mitigation obligations and to indemnify the Department from any related environmental liability.

An environmental assessment study has been undertaken as part of the Functional Plan and is in the Electronic Data Room. This environmental assessment study is provided for information only and it is the responsibility of the Proponents to obtain any additional environmental information, including field surveys, that may be required in order to support applications for any required environmental approvals, authorizations, or permits. The Successful Proponent will be responsible for obtaining and complying with all required environmental approvals, authorizations, and permits.

The Successful Proponent will be required to implement an Environmental Management System (“EMS”) during the entire term of the DBFO Agreement, in accordance with the DBFO Agreement. Proposals are to include details relating to an EMS in accordance with the Submission Requirements. The EMS shall be consistent with all of the requirements of the ISO 14001.

1.11 Quality Management

The Successful Proponent will be responsible for carrying out all quality control and quality assurance functions on the Project and the O&M and will be required to implement a Quality Management System (“QMS”) during the entire term of the DBFO Agreement, in accordance with the DBFO Agreement. The QMS shall be consistent with all the requirements of the ISO 9001. Proposals are to include details relating to a QMS in accordance with the Submission Requirements. The Successful Proponent will be required to monitor, update, and manage the QMS on an ongoing basis.

The Department, at its discretion, may at any time review the conformance of any aspect of the Project and the O&M to the DBFO Agreement. The Successful Proponent shall be responsible for bringing any components found to be in non-conformance back into conformance with the DBFO Agreement.

1.12 Risk Allocation

The Department has developed a risk allocation for the Project and the O&M which in its view is likely to meet the Department’s objectives.

Some of the certain key features of the risk allocation for the Project and the O&M are highlighted below:

- The Successful Proponent will be responsible for all elements of design, construction, partial financing, and New O&M for the New Infrastructure and for meeting the performance and handback requirements, except as otherwise explicitly specified.
- The Successful Proponent will be responsible for the Existing O&M. The Department will retain certain risks relating to asset condition of the Existing Infrastructure on handover to the Successful Proponent and on handback to the Department.
- The Department will assume the risk of actual traffic exceeding the capacity of the New Infrastructure. Future expansion and the related operating expenses will be the responsibility of the Department. Within the New Infrastructure, the Successful Proponent will be responsible for operational improvements (e.g., signalization) to accommodate increased traffic at ramps and at-grade intersections.

- The Department will share in the risk of incremental operating expenses if traffic volume exceeds volume thresholds specified in the Technical Requirements.
- The Department will assume inflation risk (based on the Index Factor) on the payments associated with the New O&M and the Existing O&M.
- The Successful Proponent will be responsible for the partial financing of the New Infrastructure. With respect to financing costs, the Department will offer to share the risk of changes in base market interest rates between the time of Financial Offer submission and the date two days after execution of the DBFO Agreement.
- The risk of changes in published engineering standards relating to the design and construction of the New Infrastructure and safety or environmental requirements after the deadline of the technical submission (SR Package 2) will be assumed by the Department. The risk of changes in the Province's highway-related standards will also be assumed by the Department.

The table below contains a general summary of the allocation of risks of the Project and the O&M. Proponents are advised that the details of the Project and the O&M risks and the responsibility of the parties for such risks are contained in the DBFO Agreement. The discussion and the table presented in this ITP serve only as a summary and are not intended to be a comprehensive description or allocation of Project and the O&M risks. Certain risks within this table apply only to the New Infrastructure.

	The Department	Successful Proponent
DESIGN AND CONSTRUCTION RISKS		
Design & construction approvals – environmental		●
Design deviation from concept approval		●
Design error		●
Patent infringement		●
Weather		●
Historical resources (known and disclosed)		●
Historical resources (unknown)	●	
Water/air/soil pollution – unknown pre-existing	●	
Water/air/soil pollution – known pre-existing or arising from work		●
Land acquisition by the Department for Road Right of Way within the TUC	●	
Obtaining Ministerial Consent to use additional TUC land (permanent additional Road Right of Way)		●
Obtaining Ministerial Consent to use TUC land outside the Road Right of Way (temporary use of land for construction purposes)		●
Land acquisition outside of TUC that the Department has identified it will acquire	●	
Land acquisition outside TUC (if proposed)		●
Cost of utility permits		●
Delays by agencies other than the Department (e.g., utilities)	●	●
Delays by the Department	●	
Construction cost and time overrun		●
Latent defects (Existing Infrastructure)	●	
Latent defects (New Infrastructure)		●
Adequacy of insurance		●
Sub-contractor insolvency		●
Changes in design and construction standards during the Construction Period	●	
Geotechnical and soil conditions		●
Labour disputes	●	●
Damage to works, however caused		●
Traffic accidents during Construction Period		●

	The Department	Successful Proponent
Damage/injury to third parties		•
Damage/loss to utilities		•
Utility re-location and protection	•	•
Defective materials		•
Quality assurance and quality control		•
Achieving construction standards and specifications		•
Injunctions against construction (not caused by the Successful Proponent)	•	
Labour and material availability		•
Workplace Health and Safety		•
Change in law (general – Successful Proponent; discriminatory – the Department)	•	•
Force majeure	•	•
FACILITY EXPANSION RISKS		
Operational improvements at ramps, terminals, and at-grade intersections, due to traffic growth		•
Future interchanges or additional lanes and ramp or expansion	•	
OPERATION RISKS		
Changes in standards, depending on nature of change	•	•
Weather		•
Labour disputes		•
Actual maintenance costs higher than anticipated		•
Damage/injury to third parties		•
Damage to works	•	•
Water/air/soil pollution		•
Increased usage of authorized overload vehicles		•
Increased legal load limits	•	
Increased maintenance due to traffic volume or facility expansion	•	•
Traffic accidents during Operating Period due to the performance of the Successful Proponent		•
Meeting handback standards		•
Meeting performance requirements		•
Labour and material availability		•
Workplace Health and Safety		•
Change in law (general – Successful Proponent; discriminatory – the Department)	•	•
Force majeure	•	•
OTHER RISKS		
Discriminatory acts and discriminatory change in law	•	
FINANCIAL RISKS		
Market interest rates changes between the time of the Financial Offer and the date two days after execution of the DBFO Agreement (depending on the Preferred Proponent's election of options)	•	•
Interest spread risk (credit spread/margin risk)		•
All other financing risks		•
Inflation on construction costs		•
Inflation on New O&M Payment and Existing O&M Payments (based on Index Factor)	•	•

Section 2

Design and Construction

2.0 Design and Construction

2.1 General

The Successful Proponent must design and construct the New Infrastructure to meet the relevant requirements in:

- The DBFO Agreement
- The Technical Requirements
- The Functional Plan

The Department encourages innovation by Proponents in their design and construction of the New Infrastructure, subject to the requirements above. To assist Proponents, the Department has provided Proponents with design work already completed and other pertinent information in the Electronic Data Room.

In particular, the Electronic Data Room contains illustrative design and construction specifications and standards, which contain design and construction standards, specifications, and related material that in the Department's view may satisfy the Technical Requirements when appropriately applied. Proponents are required to submit their proposed project construction standards and specifications in accordance with the Submission Requirements.

Portions of the Preferred Proponent's Proposal will be incorporated as schedules to the DBFO Agreement and will form part of the DBFO Agreement to be executed.

The information presented in this section is for guidance to Proponents only and provides an overview of key design and construction facets of the New Infrastructure. Proponents are directed to the DBFO Agreement and the Technical Requirements for the details.

2.2 Design

The Successful Proponent will cause independent design checks to be conducted and provide signed documentation, for both design and construction in accordance with the Technical Requirements. This will permit the Department to confirm compliance with stated requirements.

2.3 Functional Plan

The following study prepared for the Department constitutes the “**Functional Plan**”:

Northeast Edmonton Ring Road Functional Planning Study dated January 2010 prepared by ISL Engineering and Land Services Ltd. (and has been included in the Electronic Data Room).

The development of the Functional Plan included the investigation of several options and the

determination of a feasible solution that meets the functionality requirements for Northeast Anthony Henday Drive, including demand from projected traffic volumes, access/egress locations, roadway classification and the Department's standards for the New Infrastructure. The functionality requirements specific for the New Infrastructure and the potential solutions or options that may fulfil these functionality requirements are presented in the Technical Requirements. The Successful Proponent will be required to design the New Infrastructure with flyovers, accesses, intersections, and interchanges at or near the locations identified in the Functional Plan as further defined in the Technical Requirements. Additional roadway accesses will not be permitted.

Proponents may adopt the solutions in the Functional Plan or develop their own solutions. However, departures from the permissible solutions that result from compliance with the Technical Requirements are to be submitted pursuant to the Optional Innovation Submission and the Submission Requirements, and sufficient information and details should be provided to show that future plans and improvements described in the functionality requirements are not compromised. Additionally, the information should explain in detail how such departures would impact road user costs, levels of service, safety and noise, the environment, and other transportation planning considerations. Regardless of whether Proponents choose to adopt the Functional Plan's solutions or not, the functionality requirements developed in the Functional Plan must be met.

2.4 Accommodation of Design Traffic

The Department has prepared a traffic model to estimate traffic and traffic growth for the New Infrastructure over the term of the DBFO Agreement. This model is the basis and part of the functionality requirements of the Functional Plan.

The Functional Plan identifies facilities that are expected to meet projected traffic demand in a thirty-year timeframe. It is recognized that certain components of the New Infrastructure may not be needed in the early part of the Operating Period. The specific timing and the applicable design criteria for such facilities is described in the Project Specifics section of the Technical Requirements.

In general, capacity of the New Infrastructure for accommodating actual traffic volume is at the Department's risk. However, operational improvements required as a result of increased traffic at ramps or at-grade intersections are the responsibility of the Successful Proponent.

Other expansions including additional improvements including interchanges, mainline lanes, collector-distributor ("C-D") lanes, and ramps are the responsibility of the Department.

It will be the Successful Proponent's obligation to provide the New Infrastructure that accommodates all traffic types. This includes traffic carrying authorized overloads (oversized or overweight) and any unauthorized overloads. The impact of increased legal load limits in the future will fall with the Department.

2.5 Road Right of Way

The Province owns the property referred to as the Transportation/Utility Corridor (the "TUC") and land

along Highway 16 (Yellowhead Trail) and Sherwood Park Freeway, in which lies the Road Right of Way upon which the New Infrastructure is to be constructed. Any properties not already owned by the Province will be acquired by the Province by August 15, 2012, except for the property with short legal description Plan 4558TR, Lot K which will be acquired by the Province by December 31, 2012.

Where the New Infrastructure is to be constructed within the TUC, the land allotted for the Project will be only a portion of the TUC. Under legislation, the TUC is under the direction and control of the Province's Minister of Infrastructure.

The portion of the land dedicated for the New Infrastructure is the "Road Right of Way" as defined in Schedule 12 (Lands) to the DBFO Agreement. The right-of-way available should be sufficient to construct the roadway. However, Proponents are to satisfy themselves of the adequacy of the right-of-way for their design.

In the unlikely event that additional right-of-way is required for the Successful Proponent's construction of the New Infrastructure, the Successful Proponent will be responsible for obtaining any additional right-of-way necessary for its design. The process for obtaining additional right-of-way within the TUC is described in Alberta Infrastructure's *Transportation/Utility Corridor (TUC) Program Policy* which can be found at Alberta Infrastructure's website (specifically at <http://www.infrastructure.alberta.ca/518.htm>). The Successful Proponent negotiates access and requests additional right-of-way from Alberta Infrastructure. If accepted, a Ministerial Consent will be required to grant the right of access to the right-of-way. This right, once granted, is typically free of charge. The Successful Proponent will assume timing and other risks with respect to the request for additional right-of-way.

Any additional lands acquired outside of the TUC by the Successful Proponent for use in the construction of the New Infrastructure will, at the option of the Province, become the property of the Province at the end of the Operating Period for a nominal sum.

2.6 Development in Road Right of Way

The Road Right of Way for the New Infrastructure is provided to the Successful Proponent for highway purposes only. No commercial development or other uses are allowed.

The Successful Proponent will be responsible for arranging its own maintenance yard and other support facilities outside the Road Right of Way and TUC that may be required for its responsibilities.

2.7 Environmental and Historical Resources

The Successful Proponent will be responsible for conducting all work for the Project and the O&M in accordance with all applicable federal and provincial legislation and regulations and municipal bylaws concerning environmental and historical resources protection.

As part of the Functional Plan, approvals for the Road Right of Way have been obtained by the Department for:

- Historical Resources Impact Assessment Clearance; and

- Fisheries and Oceans *Canadian Environmental Assessment Act* (Canada) (“CEAA”) Screening Report.

Under the CEAA, the Successful Proponent is required to consult with First Nations for the Project. To expedite the First Nations consultation process, the Department has sent letters to the Enoch Cree Nation soliciting questions or concerns. There has been no response by the Enoch Cree Nation regarding the Project. Copies of the correspondence are available in the Electronic Data Room.

The Successful Proponent will be responsible for ensuring that these approvals remain valid, that conditions are adhered to, and that any other approvals required for the New Infrastructure are obtained and are adhered to.

The recommendations contained in the Functional Plan with respect to environmental impact are to be considered as “best practices” during design and construction and during operation and maintenance activities, so as to minimize the environmental impact of the Project and the O&M.

2.8 Municipalities

The Successful Proponent will coordinate and interface its work with infrastructure owned and operated by local municipalities, including The City of Edmonton and Strathcona County. Proponents should clearly understand all requirements of the relevant municipalities.

2.9 Utilities

The Department encourages very early attention on the part of the Successful Proponent to the negotiation and coordination of utility re-location and protection, in part given that the utility companies themselves may wish to undertake their own re-location and protection according to their own schedules.

The TUC contains a significant number of utilities and pipelines and the location and permitting of such are controlled by Alberta Infrastructure. The utilities are generally located beyond the Road Right of Way and within the utility corridor of the TUC. However, various utilities cross, or are located within, the Road Right of Way and will be impacted by the Project, resulting in a need for protection or relocation. Available known information about utilities, utility standards and specifications supplied by the utility companies and existing agreements with utility companies are provided in the Electronic Data Room.

The Successful Proponent must meet all requirements, obligations and conditions specified in such agreements with respect to work to be performed on, over, under, or in close proximity to existing utilities located within the TUC, and negotiate its own agreements where such agreements do not exist.

The Successful Proponent will be responsible for the coordination and liaison with utility companies for the re-location and protection of any utilities. The Successful Proponent will be responsible for costs associated with utility re-location and protection, with the Province sharing some costs over certain thresholds, as provided in the DBFO Agreement.

2.10 Railways

There are eight railway grade separation locations as part of the New Infrastructure involving either CNR or CPR. Either rail-carrying or road-carrying grade separations are required at each grade separation location. Two rail-carrying structures are contemplated in the Functional Plan, both of which involve CNR.

All railway crossings are subject to the *Canada Transportation Act* (Canada) and other applicable legislation. The Successful Proponent must coordinate at all times with the railway companies including observing any restrictions of access to any railway infrastructure. General requirements of the railway companies have been provided in the Electronic Data Room.

Subject to the following paragraph, the Successful Proponent is responsible for negotiating specific crossing agreements with the railway companies and such agreements will be subject to the approval of the Department.

To expedite matters for the Successful Proponent, the Department is in the process of trying to finalize and enter into as many applicable crossing agreements (the “**Existing Railway Agreements**”) with each of CNR and CPR prior to SR3 as is possible. The Existing Railway Agreements will be based on the locations, alignments, clearances, span configurations, etc. of the railway crossings as set out in Schedule 18 to the DBFO Agreement. Once fully signed, copies of the Existing Railway Agreements will be provided in the Electronic Data Room. The Successful Proponent will be required to perform the obligations of the Department under the Existing Railway Agreements. The Existing Railway Agreements are predicated on road-carrying grade separations. If the Successful Proponent wishes to design and build the New Infrastructure in variance from that contemplated in the applicable Existing Railway Agreements, the Successful Proponent will be required to first negotiate amendments of the Existing Railway Agreements with the applicable railway companies, which amendments will also need to be approved by the Department.

CNR requires that all rail-carrying structures are designed by its pre-qualified designers, identified as follows:

CNR Pre-Qualified Designers:

Designer Name	Contact	Phone/Fax	Email Address	Street Address
AECOM	Eric Smith	P. (905) 206-8111 F. (905) 238-0038	eric.a.smith@aecom.com	5080 Commerce Blvd. Mississauga, ON L4W 4P2
Hatch Mott MacDonald	Julian Mikus	P. (514) 864-5500 (6136) F. (514) 397-1651	julian.mikus@hatchmott.com	5 Place Ville- Marie Suite 200, Montreal, Quebec H3B

Designer Name	Contact	Phone/Fax	Email Address	Street Address
				2G2
Stantec	Richard Lanyi	P. (780) 917-7119 F. (780) 917-7086	richard.lanyi@stantec.com	10160 - 112 Street Edmonton, AB T5K 2L6
HNTB	John Hronek	P. (816) 472-1201 F. (816) 472-4060	jhronek@hntb.com	P.O. Box 419299 Kansas City, MO 64141
Hanson Professional Services Inc.	Mat Fletcher	P. (309) 691-0902 F. (309) 691-1327	mfletcher@hanson-inc.com	7625 N. University St. Peoria, IL, 61614
Modjeski & Masters	Prucz Zolan	P. (504) 524-4344 F. (504) 561-1229	zprucz@modjeski.com	1055 Saint Charles Ave, Suite 400, New Orleans, LA 70130- 3994
STV Incorporated	Lawrence L. Kirchner	P. (312) 553-8425 F. (312) 553-0661	Lawrence.kirchner@stvinc.com	200 West Monroe St., Suite 1650, Chicago, IL 60606-5015
TranSystems	Todd A. Herman	P. (816) 329-8700 F. (816) 329-8701	marketing@transystems.com	2400 Pershing Road, Suite 400, Kansas City, MO 64108

Alternatively, the Successful Proponent may request of CNR that firms not listed above be permitted to undertake the design duties related to the rail-carrying structures subject to satisfying CNR's qualification process at the sole discretion of CNR. Proponents should contact CNR for further information:

Doug Allen, Senior Manager, Technical Services
5th Floor, Box 13, 10229 - 127 Avenue
Edmonton, AB
T5E 0B9
Email: doug.allen@cn.ca
Phone: (780) 472-4093
Fax: (780) 472-3725

The Department encourages very early attention on the part of the Successful Proponent to the negotiation and coordination of the railway crossings, in part given the time that may be required to arrive at the

crossing agreements or amendments to the Existing Railway Agreements. The Department also strongly encourages the Successful Proponent to consider contracting the services of the respective railway companies for tasks such as flagging to assist with coordination of road construction with existing railway activities.

The Successful Proponent will be responsible for all costs associated with the railway crossings.

2.11 Work by Others

Other Province approved construction projects may be underway in the vicinity of the Project during construction. Where it is necessary that work proceed on the Project in areas common to both the Successful Proponent and the forces of others, the Successful Proponent shall coordinate its operations with those of the other forces. Due to the close proximity of construction area, the Successful Proponent and the other forces carrying out their respective work may be required to use common accesses to their respective worksites. It is essential that the Successful Proponent and the other forces maintain close liaison and coordinate their activities in order to minimize operational conflicts.

2.12 North Saskatchewan River Crossing

Twin bridge structures are required to carry Anthony Henday Drive over the North Saskatchewan River (the “NSR”). The Department has undertaken some preliminary work with the intent of facilitating the approval processes that the Contractor must go through with federal agencies, namely the Department of Fisheries and Oceans (“DFO”) and Transport Canada. The requirements listed in SR2.18, Appendix 1 (Submission Requirements) are consistent with the requirements of DFO and Transport Canada’s Navigable Waters Protection Program (“NWPP”) authorization/approval processes. It is the Department’s belief that the Successful Proponent may use the information developed for its SR2B submission in their application for DFO authorization and NWPP approval.

The information provided during the SR2 submission phase will be reviewed by the DFO and the NWPP for feedback specifically related to the respective agency’s regulatory authorizations and approvals. Any feedback from the DFO and the NWPP may provide Proponents with an opportunity to refine their plans to facilitate the Successful Proponent’s eventual acquisition of regulatory authorizations and approvals for the NSR crossing. Proponents are encouraged to provide sufficient detail in their SR 2.18 submission to allow the DFO and the NWPP to review the Proponent’s plans and provide meaningful feedback. Information exchanges during the SR2 phase between the Proponents and the DFO and the NWPP will be facilitated by the Department. Any responses from the DFO and the NWPP are not binding on the Department nor on the DFO or the NWPP and are not to be construed as authorization or approval by the DFO and the NWPP. Timely acquisition of both the DFO Authorization and the NWPP Approval are the sole responsibility of the Successful Proponent.

The Applicant for the DFO Authorization and the NWPP Approval will be the Successful Proponent on behalf of the Province. The Successful Proponent will be required to perform the obligations of the Province under these approvals.

Section 3

Operation and Maintenance

3.0 Operation and Maintenance

3.1 General

In this ITP, the New O&M refers to the operation, maintenance and rehabilitation of the New Infrastructure whereas the Existing O&M refers to the operation and maintenance of the Existing Infrastructure.

The New O&M is to be carried out in the Operating Period and the Existing O&M is to be carried out in both the Construction Period and the Operating Period, by the Successful Proponent in accordance with the DBFO Agreement, including the Technical Requirements.

In addition, the Successful Proponent will be responsible for certain operation and maintenance of certain portions of current roads that are required to remain in-service during the Construction Period (the “**In-Service Roads**”) in accordance with the DBFO Agreement, including the Technical Requirements.

Proponents are required to submit details of their operation and maintenance plans for both the Construction Period and the Operating Period in their Proposals pursuant to the Submission Requirements.

The information presented in this section is for guidance to Proponents only and provides an overview of key operation and maintenance facets of both the New Infrastructure, the Existing Infrastructure, and the In-Service Roads. Proponents are directed to the DBFO Agreement including the Technical Requirements for further details.

3.2 Operation and Maintenance

The Successful Proponent will be responsible for the New O&M during the Operating Period, the Existing O&M during both the Construction Period and the Operating Period, and certain operation and maintenance of the In-Service Roads during the Construction Period.

3.2.1 Existing O&M during both the Construction Period and the Operating Period

The Existing O&M activities will include but not be limited to:

- Inspection
- Emergency maintenance
- General pavement maintenance
- Pavement performance (e.g., pothole repairs, crack sealing)
- Bridge structures maintenance and inspection

- Maintenance of other roadway components including pavement marking, signs, delineators, illumination and signal control, barriers and guardrails, curb and gutter, sidewalks, drainage system, and fencing
- Grass cutting, weed control, and landscape maintenance
- Litter clean up and graffiti removal
- Snow and ice control

3.2.2 New O&M during the Operating Period

The New O&M activities will include but not be limited to:

- Inspection
- Emergency maintenance
- General pavement maintenance
- Pavement performance (e.g., pothole repairs, crack sealing, smoothness, width, cross-slope, skid resistance, rutting)
- Bridge structures maintenance, inspection, and rehabilitation
- Maintenance of other roadway components including pavement marking, signs, delineators, illumination and signal control, barriers and guardrails, curb and gutter, sidewalks, drainage system, and fencing
- Grass cutting, weed control, and landscape maintenance
- Litter clean up and graffiti removal
- Snow and ice control
- Life cycle asset management and rehabilitation
- Road traffic noise mitigation

3.2.3 Operation and Maintenance of the In-Service Roads during Construction Period

The operation and maintenance activities for the In-Service Roads during the Construction Period will include but not be limited to:

- Inspection
- Emergency maintenance
- General pavement maintenance (e.g., localized deficiency repairs, localized roughness repairs, crack sealing, etc.)

- Bridge structures maintenance
- Maintenance of other roadway components including pavement marking, signs, delineators, illumination and signal control, barriers and guardrails, curb and gutter, sidewalks, drainage system, and fencing
- Grass cutting, weed control, and landscape maintenance
- Litter clean up and graffiti removal
- Snow and ice control

3.3 Compliance

The Successful Proponent will be required to have plans, systems, and processes, that meet the Technical Requirements, in order to measure, monitor, and audit its own performance. The Department will undertake inspections over the term of the DBFO Agreement to ensure that the Successful Proponent is meeting its obligations.

If the Successful Proponent is not meeting its obligations, performance-based adjustments to payments as specified in the Technical Requirements and other remedies will apply.

3.4 Handback

On the expiry of the DBFO Agreement, the New Infrastructure and the Existing Infrastructure must satisfy their respective handback standards, which are specified in the Technical Requirements.

Handback inspections will be conducted over approximately the last five years of the Operating Period in accordance with the DBFO Agreement. The Successful Proponent is expected to demonstrate to the Department that it has met the handback requirements when the responsibility for O&M of the Infrastructure reverts back to the Department.

For the Existing Infrastructure, the handback requirements will be generally of an operating nature. The Successful Proponent must undertake operation and maintenance as specified in the Technical Requirements and these performance requirements must be met at handback.

Section 4

Business Arrangements

4.0 Business Arrangements

4.1 Business Model

The Department has selected a business model in which the Successful Proponent will be responsible for the O&M of the Infrastructure over the term of the DBFO Agreement. In return, the Successful Proponent will receive pre-defined payments from the Department over the term of the DBFO Agreement.

Beyond the construction progress payments to be made by the Province, the raising of financing will be the sole responsibility of the Successful Proponent. The Province will not guarantee any debt incurred by the Successful Proponent.

It is the intention of the Department to enter into the DBFO Agreement with a legal entity to be proposed by the Preferred Proponent. Flexibility is given to Proponents to structure the legal entity in order to deliver the best value to the Department.

4.2 Timing

The New Infrastructure is scheduled to open for traffic on or before November 1, 2016. The Successful Proponent will be responsible for the New O&M during the Operating Period of 30 years. If the New Infrastructure is ready for Traffic Availability on or before November 1, 2016, the Operating Period will be 30 years from Traffic Availability. If the New Infrastructure is ready for Traffic Availability after November 1, 2016, the Operating Period will end in thirty years from November 1, 2016, regardless of Traffic Availability (i.e., the Operating Period will be shortened). Further details are provided in the DBFO Agreement.

The Existing Infrastructure already completed is operated and maintained as follows:

- The bridge structures carrying Whitemud Drive over Anthony Henday Drive are currently operated and maintained by the Department's highway maintenance contractor Carillion Canada Inc.

Two months following execution of the DBFO Agreement, the operation and maintenance of all Existing Infrastructure will be transferred to the Successful Proponent.

4.3 Payments

Payments by the Department to the Successful Proponent will consist of the following components:

- **Construction Progress Payments** in an amount that is between 50% and 70% of the capital costs of the New Infrastructure, payable to the Successful Proponent by the Province during the Construction Period. The actual amount will be determined in the future and confirmed by an addendum to this RFP. The timing of the construction progress payments will be linked to actual construction

completion;

- **Capital Payments** for the remaining capital costs of the New Infrastructure will be made in constant fixed monthly amounts over the Operating Period. Late Traffic Availability will shorten the Operating Period and reduce the number of payments. The monthly amount payable will be the amount stated in the Financial Offer of the Preferred Proponent, subject to the Capital Payment adjustment for interest rate changes as set out in Form G2 in Appendix 2 if so elected by the Preferred Proponent.

In order to provide a degree of protection to Proponents against certain interest rate changes between the time of submission of the Financial Offer and the date two days after execution of the DBFO Agreement, the Department is offering a price adjustment to the Capital Payments presented in the Proponent's Financial Offer as set out in Form G2 in Appendix 2. Proponents may elect to accept or decline the price adjustment formula. If a Proponent accepts the price adjustment, the Capital Payments as stated in the Proponent's Financial Offer will be adjusted for incorporation into the DBFO Agreement. If a Proponent declines the price adjustment, the Capital Payments as stated in the Proponent's Financial Offer will be incorporated into the DBFO Agreement without adjustment. Whether a Proponent accepts or declines the price adjustment, the Proponent must provide its Weighted Average Cost of Capital as required in Form G2;

- **Major Rehabilitation Payments** for the New Infrastructure will be made over the Operating Period. The monthly amount will be the amount indicated by the Preferred Proponent in the Financial Offer for each month of the Operating Period, multiplied by an Index Factor to account for inflation;
- **New O&M Payments** for the New O&M will be made over the Operating Period. The monthly amount will be the amount indicated by the Preferred Proponent in the Financial Offer for each month of the Operating Period, multiplied by an Index Factor to account for inflation. The Index Factor will be calculated once annually in advance and will incorporate the price changes of a basket of items including, labour wages, diesel fuel, consumer goods, and non-residential construction;
- **Existing O&M Payments** for the Existing O&M will be made over the Operating Period. Similar to the New O&M Payments, the monthly amount will be the amount indicated by the Preferred Proponent in the Financial Offer for each month of the Operating Period, multiplied by the Index Factor;
- **Performance-based payment adjustments** and holdbacks may be made to amounts otherwise payable. Examples of incidents leading to performance-based adjustments include but are not limited to:
 - deviations from design or specifications;
 - failure to provide service within specified time frames; and
 - lane closures (other than for incidents outside the control of the Successful Proponent such as accidents).

The DBFO Agreement, including the Technical Requirements, contains the triggers for and amounts of adjustments to the payments otherwise payable to the Successful Proponent; and

- **Special Adjustments** to New O&M and Existing O&M Payments for certain pre-defined events are designed to assist the Successful Proponent in the incremental cost of operation and maintenance due to certain limited, pre-defined events. Such events include actual traffic volume exceeding certain threshold volume and changes in environmental regulations that require the elimination or changes in the use of salt and other chemicals.

4.4 Holdbacks and Other Performance Security

In addition to the performance-based adjustments described above, there are a number of other performance-related and offset provisions in the DBFO Agreement, including:

- Construction completion holdback following Traffic Availability
- Holdbacks or alternate security for work identified as required through the handback inspections

Details of these provisions are provided in the DBFO Agreement.

4.5 Ownership of Real Estate

It is the Province's intention to retain ownership of the Road Right of Way and grant a right of access and use to the Successful Proponent as part of the DBFO Agreement.

Details of ownership and right of access and use are included in the DBFO Agreement. Proponents may provide comments on the DBFO Agreement (as explained in Section 5 of this ITP) with respect to alternative real estate arrangements for consideration by the Province, including a leasing arrangement. However, such alternatives should not change the fundamental commercial parameters as set out in the DBFO Agreement.

4.6 Tax

Each Proponent should satisfy itself as to the tax consequences of entering into the DBFO Agreement, including but not limited to, the goods and services tax under Part IX of the *Excise Tax Act* (Canada) and income tax under the *Income Tax Act* (Canada).

4.7 Insurance Requirements

The Successful Proponent is required to maintain certain mandatory insurance coverage. The insurance forms and amounts for the Construction Period and the Operating Period in the DBFO Agreement are minimum mandatory requirements that the Successful Proponent must provide, without limiting its obligation or liabilities. The insurance coverage must comply with the *Insurance Act* (Alberta). The Successful Proponent is responsible for determining its own insurance needs beyond the specified requirements. Proponents are to provide details of insurance in accordance with the Submission Requirements.

Section 5

Proposal Submission and Selection Process

5.0 Proposal Submission and Selection Process

5.1 Process Overview and Schedule

The selection process is based on the evaluation of the submissions and the ranking of the Financial Offers. The Proponent whose submission has met all the technical and financial requirements and that provides the Financial Offer with the lowest total cost on a net present value basis may be selected as the Preferred Proponent. The legal entity selected by the Preferred Proponent and as approved in advance and in writing by the Department acting reasonably shall be the Successful Proponent, and shall be required to deliver the Financing and Initial Performance Letter of Credit and execute the DBFO Agreement in its final form.

The selection process will consist of four mandatory submissions (SR Package 1, 2, 2B, and 3) due in stages. Additionally, Proponents are invited to submit comments on the draft DBFO Agreement. Proponents are also invited but not required to participate in an Optional Innovation Submission and feedback process.

An overview of the various submissions is provided below:

- **SR Package 1** requires a general management plan.
- **SR Package 2** requires detailed technical plans and detailed designs.
- **SR Package 2B** requires blacklined and clean restated (with required clarifications) specified components from SR Package 1 and 2 and Indicative Financial Model and Indicative Financing Plan.
- **SR Package 3** requires a Final Financial Model, a Final Financing Plan, a Financial Offer, the Proposal Deposit, and the Preferred Proponent Deposit.
- Proponents are invited but not required to submit an Optional Innovation Submission. The Optional Innovation Submission would include non-binding information on innovative solutions being considered and identify departures from the permissible solutions that result from compliance with the Technical Requirements. Proponents that choose to pursue innovative solutions proposed through the Optional Innovation Submission and feedback from the Department must integrate those solutions into their overall DBFO solution and reflect those solutions in their SR2 and SR2B submissions. The final acceptability of the innovative solutions will be contingent on further details submitted in subsequent SR Packages. Proponents may choose to abandon pursuit of innovative solutions proposed through the Optional Innovation Submission and in that case Proponents are not required to include the innovative solutions in subsequent SR Packages.
- Proponents are also invited but not required to submit comments on the draft DBFO Agreement. The Department anticipates two rounds of comments and meetings. Upon consideration of these comments and meetings, the Department will issue the DBFO Agreement in final form in advance of the deadline for SR Package 3. There shall be no post-selection negotiations on the DBFO

Agreement.

- Proponents are also invited to attend two rounds of engineering/construction meetings with the Department.
- **Execution of the DBFO Agreement** by the Successful Proponent is expected to occur within the two month period following notification to the Preferred Proponent, but in any event no later than the date indicated in the table below.

The detailed schedule for the selection process for this procurement as currently anticipated is presented in the table below. The Department reserves the right to amend this schedule at any time.

Milestones	Timing
Issuance of RFP	May 13, 2011
Proponents' Information Meeting	May 19, 2011
Meeting with Utility Companies and Municipalities	May 30, 2011
Meeting with DFO/Transport Canada	May 31, 2011
Meeting with CNR/CPR	May 31, 2011
SR Package 1 Submission Deadline	June 15, 2011
Deadline for 1 st Round Comments on the 1 st Draft DBFO Agreement	June 22, 2011
Notification of SR1 Results and Provision of Feedback (if any) on SR Package 1	June 30, 2011
Optional Innovation Submission Deadline	July 5, 2011
Meetings with Proponents on 1 st Round Comments on the 1 st Draft DBFO Agreement	July 6-8, 2011
Engineering Meetings (1 st Round)	July 13-15, 2011
Notification of Evaluation Results of Optional Innovation Submissions	July 28, 2011
Issuance of 2 nd Draft DBFO Agreement	August 4, 2011
Deadline for 2 nd Round Comments on the 2 nd Draft DBFO Agreement	September 2, 2011
Engineering Meetings (2 nd Round)	September 7-9, 2011
Meetings with Proponents on 2 nd Round Comments on the 2 nd Draft DBFO Agreement	September 21-23, 2011
Issuance of penultimate draft of the DBFO Agreement	October 14, 2011
SR Package 2 Submission Deadline	October 17, 2011
Deadline for comments on the penultimate draft of the DBFO Agreement	October 21, 2011
Issuance of Final Form of the DBFO Agreement	November 10, 2011
Notification of Evaluation Results of SR Package 2	January 26, 2012
SR Package 2B Submission Deadline	February 10, 2012
Notification of Evaluation Results of SR Package 2B	March 2, 2012
Notification of Discount and Inflation Rates	March 12, 2012

Milestones	Timing
SR Package 3 Submission Deadline	March 14, 2012
Notification of Preferred Proponent	March 21, 2012
Execution of DBFO Agreement	No Later than May 16, 2012

Timing relating to deadlines for questions from Proponents is presented in Section 5.8.1 of this ITP.

Subject to the May 16, 2012 deadline, the Preferred Proponent shall provide the Department with a minimum of two weeks written notice of the date that the Successful Proponent will be prepared to execute the DBFO Agreement.

5.2 Department Representative

The Department Representative for this RFP is:

Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects
Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

Email: tom.loo@gov.ab.ca
Phone: (780) 415-4876
Fax: (780) 415-0475

All correspondence or contact by Proponents with the Department in respect of this RFP must be directly and only with the Department Representative. Failure to restrict correspondence and contact to the Department Representative may result in the rejection of the Proponent's SR Packages and the termination of the Proponent's right to continue in the procurement process.

5.3 Information Meeting

An information meeting will be held with all Proponents as a group. The purpose of this meeting is to provide an overview of the selection process and to respond to questions and comments that Proponents may have. All Proponents are required to attend.

The information meeting will be held as follows:

Date: May 19, 2011
Time: 10:00 a.m. (Alberta Time)
Location: Francis Winspear Centre for Music
Edmonton Symphony Orchestra

9720 102 Avenue
Edmonton, Alberta, Canada

5.4 Meetings with Utility Companies, Railways and Municipalities

An information meeting will be held with some, but not necessarily all, utility companies and municipalities and all Proponents as a group. The purpose of this meeting is to provide Proponents with an opportunity to ask questions related to utility relocation and protection and municipal issues. The utility companies and municipalities that may participate are as follows:

- The City of Edmonton (Drainage Services)
- Strathcona County
- Access Pipeline
- Air Liquide Canada
- Air Products Canada
- Alberta Envirofuels
- Alberta Ethane Development Company
- Alberta Oil Sands (Pembina)
- Alberta Products Pipeline (Imperial Oil Ltd.)
- ATCO Gas
- ATCO Pipelines
- Bell Supernet
- BP Canada Energy
- Cold Lake Pipelines (Pipeline Management)
- Enbridge Pipelines
- Energy Resources Conservation Board (“**ERCB**”)
- EPCOR Power
- EPCOR Wastewater Utilities
- EPCOR Water Services
- Gibson Energy Ltd.
- Imperial Oil
- Inter Pipeline (Pipeline Management)

- Keyera Energy
- Kinder Morgan Canada
- Nova Chemicals Corp.
- Pembina Pipeline Corp.
- Petro Canada
- Pipeline Management
- Plains Midstream Canada
- Praxair Canada
- Shaw Communications
- Shell Canada Ltd.
- Suncor Energy (Petro Canada)
- Telus Communications Inc.
- Terasen Gas Inc.
- Alberta Environment, Water Management Operations

As the utility companies and municipalities may wish to limit their direct contact with Proponents over the course of the procurement, Proponents are strongly encouraged to attend.

The information meeting will be held as follows:

Date:	May 30, 2011
Time:	9:30 a.m. (Alberta Time)
Location:	Edmonton Room Lower Level, Stanley A. Milner Library #7 Sir Winston Churchill Square Edmonton, Alberta, Canada

A separate information meeting will be held with some, but not necessarily all, federal regulatory agencies, railway companies and all Proponents as a group. The purpose of this meeting is to provide Proponents with an opportunity to ask questions related to the river crossing, creek crossings, and railway crossings. The railway companies and federal regulatory agencies that may participate are as follows:

- Canadian National Railway Company
- Canadian Pacific Railway Company
- Federal Department of Fisheries and Oceans

■ Transport Canada – Navigable Waters

As the railway companies and federal regulatory agencies may have limited availability for direct contact with Proponents over the course of the procurement, Proponents are strongly encouraged to attend.

The information meeting will be held as follows:

Date:	May 31, 2011
Time:	9:30 a.m. (Alberta Time)
Location:	2 nd Floor, Twin Atria Building (Athabasca Room) 4999-98 Avenue NW Edmonton, Alberta, Canada

The Department makes no warranties or representations with respect to the completeness or accuracy of information provided by the utility companies, municipalities, railway companies, or federal regulatory agencies during or arising from the meetings.

5.5 Electronic Data Room

DBFO-related information will be available to Proponents in an electronic data room and/or in hard copy, depending on the information. Upon issuance of this RFP, the Department will send an e-mail to the Contact Organization for each Proponent with access instructions to the electronic data room (the “**Electronic Data Room**”). A catalogue for the Electronic Data Room as at the date of issuance of this RFP is provided in the Electronic Data Room. Updates and additions to this catalogue will be provided in the Electronic Data Room as they become available, and Proponents will be notified.

5.6 Investigations, Surveys and Studies by Proponents

Proponents are required to conduct their own due diligence in relation to all aspects of the DBFO. Proponents are responsible for carrying out any independent investigations, surveys, and studies which they consider necessary or appropriate in connection with satisfying their due diligence responsibilities, at their own cost.

5.7 Site Access

Proponents may access the site to conduct site investigations. Prior to being granted access, Proponents shall enter into an agreement with Alberta Infrastructure (a separate department) that will include but not be limited to the following terms and conditions as provided in Alberta Infrastructure’s *Transportation/Utility Corridor (TUC) Program Policy*, which can be found at Alberta Infrastructure’s website (specifically at <http://www.infrastructure.alberta.ca/518.htm>).

Alberta Infrastructure is responsible for authorizing access to land within the TUC required for the Project to Proponents who request such access to conduct site investigations. To do so, Proponents are to provide a written plan that outlines what tests or investigations are to be performed at least five Business Days

before access is sought. Subject to the Proponent satisfying the requirements below, Alberta Infrastructure will authorize access and will attempt to authorize such access on the day or days sought by the Proponent. Proponents are cautioned that the time to obtain the required approvals from Alberta Infrastructure will vary with the nature of the tests or investigations sought to be performed by Proponents, and as such, they are cautioned to plan for and request site access as early as possible.

Prior to being granted access, Proponents shall enter into a right of entry agreement with Alberta Infrastructure that will include but not be limited to the following terms and conditions:

- Proponents will be responsible for any damage to any of the land.
- Proponents will agree to indemnify and hold harmless the Province from and against any claims or actions arising out of the Proponent's access to the land or Alberta Infrastructure's authorization of such access.
- Proponents will carry out their work in a reasonable and prudent manner and in such a way as to cause the least amount of disturbance to the land.
- Proponents will identify any existing TUC stakeholders that may be affected by the Proponent's investigation activities and if there are such existing TUC stakeholders, pre-negotiate any compensation that may be due to such existing TUC stakeholders as a consequence of the Proponents' investigation activities.
- Proponents will describe and follow in detail the timing, duration and the type of work that it intends to carry out on the land.
- Proponents will advise Alberta Infrastructure and any affected utilities and seek all such parties' prior permission in each specific instance should it wish to drill or otherwise disturb soil.
- Proponents will provide evidence of the applicable insurance as specified in the right of entry agreement.
- Proponents will provide and implement traffic accommodation plans during site access, where necessary, in accordance with the Department's *Traffic Accommodation in Work Zones 2008* manual where requested.

Any Proponents seeking access to the site will be required to purchase and maintain in full force, or cause to be purchased and maintained in full force, at all times during the RFP period up to the signing of the DBFO Agreement, insurance to protect itself, all of their Team Members, sub-contractors and sub-consultants, the Province, any lender(s), all of their successors and assigns, and their respective directors, officers, employees, agents, servants and officials involved in the Project during the RFP period. The evidence of insurances shall be delivered to Alberta Infrastructure prior to access to the site. The insurance required during this period need not be dedicated to the Project.

The following insurance will be required:

- General Liability Insurance in an amount of no less than five million dollars (\$5,000,000) inclusive per occurrence against bodily injury and property damage, including loss of use thereof. The

Province is to be added as an additional insured under this policy for any and all claims arising out of the Proponent's activities. Such insurance shall include but not be limited to:

- Products and completed operations liability;
- Owner's and contractor's protective liability;
- Blanket written contractual liability;
- Contingent employer's liability;
- Personal injury liability;
- Non-owned automobile liability;
- Cross liability with respect to additional insureds;
- Employees as additional insureds;
- Broad form property damage endorsement;
- Operation of attached machinery;
- Sudden and accidental pollution;

and where such further risk exists:

- Geotechnical drilling;
 - Elevator and hoist liability; and
 - Towing/on hook coverage.
- Automobile liability on all vehicles owned, operated or licensed in the name of the Proponent or its Team Members in an amount not less than five million dollars (\$5,000,000).

For access to lands not included in the TUC but within the Highway 16 or Sherwood Park Freeway rights of way, the Proponents shall contact Alberta Transportation:

Terry Sonmor, Alberta Transportation

Email: terry.sonmor@gov.ab.ca

Phone: (780) 963-5711

5.8 Clarifications, Questions and Addenda

5.8.1 Proponent Inquiries

Proponents who wish to ask the Department questions regarding this RFP must submit their questions in writing to the Department Representative. Proponents are strongly encouraged to use the designated form in MS Word format for submitting a question as posted by the Department in the Electronic Data Room.

Specific Proponent inquiries with respect to each of the Submissions (including SR Packages) must be received by the Department Representative by 4:00 pm Alberta Time on or before the tenth (10th) Business Day prior to the Submission Deadline to which they apply. The Department Representative intends to respond on or before the fifth (5th) Business Day prior to the Submission Deadline to which the questions apply. The Department intends to issue all responses and their corresponding questions to all Proponents. However, the Department reserves the right to issue particular responses only to a particular

Proponent depending on whether the question is confidential, or not to issue a response at all.

Should a Proponent wish to ask a question that it considers to be confidential (i.e., the response is to be directed only to the Proponent that asks the question), the Proponent may request such a question be kept confidential provided it sets out with such request an explanation as to why it believes the question to be confidential. If the Department considers that the question is in fact confidential, it will direct the response only to the Proponent that has asked the question, and not to the other Proponents. If the Department considers that the question is not confidential, it will advise the Proponent of its view, and the Proponent can decide whether to withdraw the question, re-submit the question as non-confidential or revise the question to remove what the Proponent views as the confidential elements and resubmit the question as non-confidential. The Department reserves the right in its sole discretion to determine whether a question is confidential or not, and anticipates that only in exceptional circumstances will it determine a question to be confidential.

Written instructions or clarifications in the form of addenda to this RFP will be issued if deemed necessary by the Department. Addenda will supersede and amend the specified portions of the RFP.

Verbal responses to inquiries are not binding on the Department.

5.8.2 Clarification and Additional Information

The Department may in its sole discretion request additional information or clarification from any Proponent after any Submission has been received. Proponents are to submit the additional information or clarification to the Department Representative within the time limit as specified by the Department.

5.8.3 Proponent Meetings and Interviews

The Department may require Proponents to meet with representatives of the Department on one or more occasions to provide further explanation and clarification of their Submission or to provide feedback to Proponents. The Department is not required to have such meetings or interviews with any or all Proponents. No information provided or statement made in any meetings or interviews will be binding on the Department unless it is confirmed by a written addendum or clarified in writing by the Department Representative.

5.9 Optional Innovation Submission

5.9.1 General

In order to facilitate innovation, the Department invites but does not require Proponents to participate in an Optional Innovation Submission and feedback process. An innovation may be a solution not contemplated in the Functional Plan or Technical Requirements and meets all of the functionality requirements but does not meet (or the Proponent is not sure it meets) the Technical Requirements.

Proponents may choose to submit an Optional Innovation Submission for consideration by the Department. In response to such submissions, the Department will attempt to provide written feedback separately to each participating Proponent, within four weeks from the deadline for the Optional Innovation Submission. The first engineering meeting will be held prior to the Department providing

written feedback on the Optional Innovation Submission.

Proponents do not need to submit an Optional Innovation Submission to proceed to make a SR Package 2 submission, although it is encouraged to get feedback early in the process and prior to the allocation of significant design effort.

In their Optional Innovation Submissions, Proponents are to provide non-binding information on the innovative solutions they are considering and identify the departures of these innovative solutions from the permissible solutions that result from compliance with the Technical Requirements. Such innovative solutions are still required to meet the functionality requirements. Proponents are requested to expressly reference sections of the Technical Requirements from which they are considering to depart. The information provided should be in sufficient detail to allow the Department to understand how the Proponent's innovative solutions depart from the permissible solutions that result from compliance with the Technical Requirements and how the Proponent's innovative solutions nevertheless satisfy the functionality requirements.

Written feedback will be provided to Proponents with respect to the likely acceptability of their innovative solutions on the part of the Department based on whether the proposed innovative solutions meet the functionality requirements and the DBFO's objectives. Proponents that choose to pursue innovative solutions proposed through the Optional Innovation Submission and feedback from the Department must integrate those solutions into their overall DBFO solution and reflect those solutions in their SR2 and SR2B submissions. The final acceptability of the innovative solutions will be contingent on further details submitted in subsequent SR Packages. Proponents may choose to abandon pursuit of innovative solutions proposed through the Optional Innovation Submission and feedback from the Department and in that case Proponents are not required to include the innovative solutions in subsequent SR Packages.

Should the Department choose to hold individual meetings with Proponents following the provision of written feedback, the discussion will be limited to the contents of the Optional Innovation Submissions insofar as they relate to innovations, and to the content of the written feedback.

The Department will not share the contents of the Optional Innovation Submissions or of the corresponding feedback with any other Proponent. However, the Department reserves the right to issue an addendum or otherwise amend any aspect of this RFP on the basis of information it receives through the Optional Innovation Submission process.

Proponents are cautioned as to the potential need for public consultation at the cost and risk of the Proponent in the event that deviations from the Functional Plan are proposed.

In instances that the Optional Innovation Submissions include solutions not contemplated by the Technical Requirements, Proponents are required to submit proposed specifications, published standards, and any other details that are relevant to the innovative solutions that are not contemplated by the Technical Requirements.

5.9.2 Preliminary Design Reports

Proponents that choose to participate in the Optional Innovation Submission are required to submit, as

part of the Optional Innovation Submission, both a roadway preliminary design report and a bridge structures preliminary design report. The preliminary design reports must identify all significant variations from the solutions presented in the Drawings in Appendix A to Schedule 18 and provide proposed specifications that are relevant to the innovative solutions but not included in the Technical Requirements. Changes in roadway and bridge design layout shall indicate impacts on other design elements, including, but not limited to:

- Level of service;
- Roadway layout;
- Bridge structures layout;
- Additional land requirements;
- Railway infrastructure;
- Utility infrastructure;
- User functionality and user safety;
- Accommodation of ultimate phases of construction;
- Public/municipal acceptability issues and potential strategies; and
- Others elements, as required.

Roadway Preliminary Design

The roadway preliminary design report shall contain information on the concepts and strategic direction of the proposed roadway infrastructure, including the following (if applicable):

- A basic horizontal (1:5000) plan showing the following:
 - Beginning and end of all horizontal roadway curves;
 - Details of radius, spirals and super elevation for all horizontal roadway curves; and
 - Gore locations and weave locations and lengths, including tapers at all ramp locations;
- A basic vertical plan (1:200) showing:
 - Beginning and end of all vertical curves;
 - K value of vertical curves; and
 - Longitudinal grades;
- Identification of basic intersection types for all intersections;
- A basic strategy for provision of “ultimate stages” for all roadways, including provision of minimum bridge span lengths and clearances;

- Surfacing design;
- Typical cross-sections showing:
 - Cross-slopes;
 - Lane and shoulder widths;
 - “Ultimate” section relationships; and
 - Median widths;
- Roadside Design:
 - Clear zones for mainline and other roadways; and
 - Decision sight distance;
- Traffic Engineering Design:
 - Traffic Modelling;
 - Signage;
 - Signals; and
- Environmental requirements.

Bridge Structures Preliminary Design

The bridge structures preliminary design report shall contain information on the concepts and strategic direction of the proposed bridge structures including the following (if applicable):

- Strategy for meeting any environmental requirements that affect the bridge design;
- Gradeline profiles, including existing groundlines, for overpassing roadway and underpassing roadway(s) or railway(s);
- Overall roadway horizontal and vertical alignment plans showing each bridge in context with the roadway alignment;
- Strategy for accommodation of additional structures or widening as identified in the Technical Requirements;
- A basic strategy for provision of “ultimate stages” for all roadways, including provision of minimum bridge span lengths and clearances;
- Elevation view showing the following:
 - Overpassing roadway gradeline;
 - Required length of bridge opening for initial and ultimate stages. Show locations of underpassing traffic lanes, shoulders, railway tracks, ditches, etc.;

- Bridge headslopes, including any retaining structures and ground improvement measures;
- Existing groundlines;
- Required horizontal clearance box and possible substructure locations that provide adequate horizontal clearances for clear recovery zone and sight distance requirements; and
- Required vertical clearance box and available structure depths;
- Site plan showing the following:
 - The horizontal alignment and width of the overpassing roadway(s), underpassing roadway(s), railway(s) or water course(s) (if applicable), including skew angles and chainage equations. Show locations of traffic lanes, shoulders, sidewalks, bikeways, railway tracks, etc.;
 - The footprints of the approach fills, including any retaining structures and ground improvement measures; and
 - Any potential conflicts between the bridge foundations and existing utilities;
- Cross-sections showing the initial and ultimate widths of bridge clear roadways (including traffic lanes and shoulders), sidewalks, bikeways, medians, etc.; and
- Details and extent of watercourse protection works required to prevent erosion and/or scour, if applicable, and rationale for their design.

Bridge planning and preliminary information is not required for proposed overhead and cantilevered sign structures.

5.10 Comments on DBFO Agreement

In order to achieve an optimal DBFO Agreement, the Department is inviting comments from Proponents on the draft DBFO Agreement. Proponents may also comment on the triggers for and amounts of performance-based adjustments in the Technical Requirements. The Department does not expect to make changes to the Technical Requirements and other performance standards, although the Department reserves the right to do so.

Proponents are invited to suggest modifications to the DBFO Agreement and Technical Requirements, by way of blacklining and providing supplemental commentary sufficient to explain the reason for the modifications, including how the modifications provide enhanced value for money to the Department. Proponents are invited to do so through a table as follows:

Item No.	Document Section Reference	Text with proposed revision	Commentary

The Department reserves the right in its sole discretion to accept or reject such modifications in whole or in part. The Department will conduct two rounds of comments (and one final call for written comments) and hold two sets of one-on-one meeting(s) with individual Proponents to discuss their comments.

Proponents should involve their financial advisors and their proposed lenders and equity investors in reviewing and commenting on the draft DBFO Agreement.

Timing related to deadlines to submit comments on the draft DBFO Agreement and the releases of the draft and final DBFO Agreements is presented in Section 5.1 of this ITP. It is the Department's intention to issue the final form of the DBFO Agreement to Proponents prior to the submission deadline for SR Package 3.

5.11 Submission Procedure

The submission procedure applies to all of the following Submissions for this RFP:

- Optional Innovative Submission
- Optional Comments on draft DBFO Agreement
- SR Package 1
- SR Package 2
- SR Package 2B
- SR Package 3

Proponents shall submit ten bound copies and one unbound copy of each Submission with the exception of the Optional Comments on draft DBFO Agreement, SR Package 2B, and SR Package 3. For the Optional Comments on draft DBFO Agreement, an electronic PDF version submitted via e-mail to the Department Representative is sufficient. For the SR Package 2B and the SR Package 3, Proponents shall submit three bound copies and one unbound copy. Each SR Package must be accompanied by an authorized declaration. The forms of the declaration are provided in Appendix 2 to this ITP – Required Forms.

SR2, SR2B and SR3 shall also include an identical electronic version of the written document in PDF and Microsoft Word formats on a CD. SR2B and SR3 shall include a working financial model on the same CD. SR Package 3 shall include the Financial Offer Form (Form G1) submitted electronically in the form of a Microsoft Excel spreadsheet populated with the Form G1 Table 2 values (to the cent) on the same CD. This additional spreadsheet shall be independent of the financial model, shall be submitted as a separate Microsoft Excel file with no external links to the financial model, and shall be with cells containing only numeric values (no formulas) with a precision of two decimal places (that is, to the cent).

In the event of any discrepancy between the printed and electronic versions of a Submission, the printed version shall prevail.

Each Submission (including any amendment to a Submission) must be received no later than 4:00 pm Alberta Time on the applicable day specified in Section 5.1 of this ITP at:

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Location: Alberta Transportation
Tender Administration
Tender Deposit Centre
Main Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

E-mail: tom.loo@gov.ab.ca

Proponents should clearly label each Submission package with their name and with “**RFP Submission Northeast Anthony Henday Drive Project**”. Proponents should also clearly label which submission it is providing (i.e., Optional Innovation Submission, Comments on draft DBFO Agreement, or any of the SR Packages). Except as expressly noted otherwise above, submission via fax or electronic mail will not be accepted.

SR Package 2B and SR Package 3, together, will be a stand-alone binding comprehensive final submission by each Proponent incorporating earlier Submissions and that Proponent’s responses to the Department’s clarification questions. SR Package 2B must include a clean restated re-submission of SR Packages 1 and 2 (incorporating changes resulting from the Department’s clarification questions or required by addenda to the RFP but with **NO OTHER CHANGES**). In addition, SR Package 2B must include a blackline of all changes from the original submission of those SR Packages 1 and 2. Specific Submission Requirements for the SR Package 2B Submission are set out in Appendix 1 to this ITP.

SR Package 2B and SR Package 3, including the Financial Offer, shall be irrevocable and valid and binding for a period of ninety (90) days from the submission deadline for SR Package 3 set out in Section 5.1.

SINCE PORTIONS OF THE PREFERRED PROPONENT’S SR PACKAGE SUBMISSIONS WILL BE INCORPORATED INTO THE DBFO AGREEMENT’S SCHEDULES, WHEN PREPARING SR PACKAGE 2, SR PACKAGE 2B AND SR PACKAGE 3, PROPONENTS MUST USE, WHERE APPROPRIATE, THE DEFINED TERMS USED IN THE DBFO AGREEMENT, INCLUDING SCHEDULE 18.

5.12 Proposal Deposit and Preferred Proponent Deposit

Each Proponent must deliver to the Department with its SR Package 3 an irrevocable, unconditional, on sight letter of credit in the amount of \$1 million (the “**Proposal Deposit**”) expiring no earlier than 120 days from the submission deadline for SR Package 3 and substantially in the form of the sample form of

letter of credit attached as Form F1 of Appendix 2, presentable at a bank in Canada and issued by a bank authorized under the *Bank Act* (Canada) to do business in Canada (or issued by such other financial institution approved in advance for the purposes of this Section by the Department, who may grant or decline such approval in its absolute discretion), and having a senior, unsecured long-term credit rating of not less than A+ (with a stable outlook) or equivalent from one of (and no rating less than A+ (with a stable outlook) or equivalent from any other of) Standard & Poor's, DBRS (formerly known as Dominion Bond Rating Service) or Fitch Ratings (or any other major credit rating agency approved for the purposes of this Section by the Province, who may grant or decline such approval in its absolute discretion).

The Proposal Deposit must be maintained in effect by the Proponent until either of the following events has occurred:

- the Successful Proponent has executed the DBFO Agreement and provided the Financing and Initial Performance Letter of Credit; or
- the Department has notified Proponents that the Department has decided not to select and notify a Preferred Proponent,

and upon either of such events, the Department shall surrender the Proposal Deposit to the Proponent within 14 Business Days. Notwithstanding the foregoing, the Province shall surrender the Proposal Deposit to the Preferred Proponent within 14 Business Days of that Proponent being notified it is the Preferred Proponent.

The Department may present the Proposal Deposit for payment and retain the proceeds therefrom as liquidated damages, only if an unsuccessful Proponent is subsequently notified it is the Preferred Proponent and fails to provide a new Preferred Proponent Deposit within seven Business Days of being so notified.

Each Proponent must deliver to the Department with its SR Package 3 an irrevocable, unconditional, on sight letter of credit in the amount of \$20 million (the “**Preferred Proponent Deposit**”) expiring no earlier than 120 days from the submission deadline for SR Package 3 and substantially in the form of the sample form of letter of credit attached as Form F2 of Appendix 2, presentable at a bank in Canada and issued by a bank authorized under the *Bank Act* (Canada) to do business in Canada (or issued by such other financial institution approved in advance for the purposes of this Section by the Department, who may grant or decline such approval in its absolute discretion), and having a senior, unsecured long-term credit rating of not less than A+ (with a stable outlook) or equivalent from one of (and no rating less than A+ (with a stable outlook) or equivalent from any other of) Standard & Poor's, DBRS (formerly known as Dominion Bond Rating Service) or Fitch Ratings (or any other major credit rating agency approved for the purposes of this Section by the Province, who may grant or decline such approval in its absolute discretion). Notwithstanding the foregoing sentence, a Proponent's Preferred Proponent Deposit may have an expiry date no earlier than 21 days from the submission deadline for SR Package 3, provided that in the event that Proponent is notified it is the Preferred Proponent, the Province may present the Preferred Proponent Deposit for payment if that Proponent fails to deliver a renewal of the Preferred Proponent Deposit (expiring no earlier than 120 days from the submission deadline for SR Package 3) at least 7 days before the expiry date specified in the original Preferred Proponent Deposit.

The Department shall surrender the Preferred Proponent Deposit to each of the Proponents that were not notified that they were the Preferred Proponent within seven Business Days of Notification of Preferred Proponent.

The Preferred Proponent Deposit must be maintained in effect by the Preferred Proponent until the Successful Proponent has executed the DBFO Agreement and provided to the Department the Financing and Initial Performance Letter of Credit and upon such event, the Department shall surrender the Preferred Proponent Deposit to the Preferred Proponent within 14 Business Days of such event.

The Province may present the Preferred Proponent's Preferred Proponent Deposit for payment if any of the senior, unsecured long-term credit ratings of the issuer of the Preferred Proponent Deposit becomes less than A+ (with a stable outlook) or equivalent and the Preferred Proponent fails to deliver a replacement of the Preferred Proponent Deposit no later than 21 days after being so requested by the Province.

The Department may present the Preferred Proponent Deposit for payment and retain the proceeds therefrom as liquidated damages, only if the Successful Proponent fails to execute the DBFO Agreement in accordance with this RFP or fails to provide to the Department the Financing and Initial Performance Letter of Credit in accordance with the DBFO Agreement.

Failure to provide the Preferred Proponent Deposit in accordance with the RFP may result in disqualification of the Preferred Proponent from the RFP process.

5.13 Financing and Initial Performance Letter of Credit

In order to secure the financial and initial performance commitments of the Successful Proponent, the Department will require the Successful Proponent to provide a Financing and Initial Performance Letter of Credit in the amount of \$40 million in accordance with the DBFO Agreement in the form of an unconditional irrevocable letter of credit substantially in the form of the sample form of letter of credit attached as Form F3 of Appendix 2.

Details with respect to the release of the Financing and Initial Performance Letter of Credit are provided in the DBFO Agreement. Failure to provide or cause to be provided the Financing and Initial Performance Letter of Credit in accordance with the RFP may result in disqualification of the Preferred Proponent from the RFP process.

5.14 Proposal Content and Evaluation

This Section outlines the requirements of the SR Packages. Further details of the requirements for each of the SR Packages are included in the Submission Requirements (Appendix 1 of this ITP).

SR Packages will be reviewed to ensure that they are complete and address the Submission Requirements according to the following steps:

- Assessment of whether a substantially complete submission has been provided.

- Determination of acceptability of required forms.
- Assessment of acceptability of each component in the SR Packages on a pass/fail basis as applicable (some components of SR Packages are for information only and are not evaluated; such components are subject to clarification under Section 5.8.2).

The Department will set up technical and financial evaluation teams with the requisite expertise to evaluate the submissions.

There are a number of elements of SR 1.3 to 1.5 that will be further detailed by Proponents in SR Package 2. For these elements of SR 1.3 to 1.5, rather than assessing them on a pass/fail basis, the Department will provide feedback to Proponents on the likely acceptability of the approach contained in those components based on how the approach meets the Technical Requirements.

The following is an overview of the components of the SR Packages and how each component will be evaluated by the Department.

SR Package 1

The SR Package 1 consists of the following components:

- SR 1.1 – General/Proponent information (pass/fail evaluation)
- Envelope A
 - SR 1.2 – Management plan (pass/fail evaluation)
 - SR 1.3 – Design and Construction and Maintenance (feedback)
 - SR 1.4 – Utilities and municipal services report (feedback)
 - SR 1.5 – Preliminary public communications strategies (feedback)
 - SR 1.6 – Railway interfacing strategies (feedback)
 - SR 1.7 – Regulatory requirements for North Saskatchewan River crossing (feedback)

Feedback on SR 1.3, 1.4, 1.5, 1.6 and 1.7 will reflect how these components meet the DBFO Agreement, including the Technical Requirements.

The contents of SR 1.3, 1.4, 1.5, 1.6 and 1.7 will be superseded and/or incorporated into components of SR Package 2 Envelope A. The contents of SR 1.2, as clarified, will be required to be resubmitted in SR Package 2B.

SR Package 2

The SR Package 2 consists of the following components:

- SR 2.1 – General/Proponent information (pass/fail evaluation)
- Envelope A (all pass/fail evaluation except for SR 2.18 as expressly noted below):

- SR 2.2 – Roadway design report
- SR 2.3 – Pavement design report
- SR 2.4 – Noise attenuation strategy
- SR 2.5 – Bridge structures design report
- SR 2.6 – Drainage design report
- SR 2.7 – Safety audit report
- SR 2.8 – Construction management plan
- SR 2.9 – Operation and maintenance plan
- SR 2.10 – Infrastructure wholelife management plan
- SR 2.11 – Traffic management plan
- SR 2.12 – Quality management system
- SR 2.13 – Environmental management system
- SR 2.14 – Safety plan
- SR 2.15 – Public communications strategies
- SR 2.16 – Collaboration strategy
- SR 2.17 – Project Schedule (pass/fail evaluation)
- SR 2.18 – North Saskatchewan River Crossing (no pass/fail evaluation; for information and feedback only)
- Envelope B (pass/fail evaluation):
 - SR 2.19 – Insurance

All the components within Envelope A will be evaluated against the DBFO Agreement, including the Technical Requirements. Proponents must demonstrate that their technical submissions meet the DBFO Agreement, including the Technical Requirements. The North Saskatchewan River Crossing (SR 2.18) is intended to help get the Proponent started on the preliminary work necessary for the applications for approvals under the *Fisheries Act* (Canada) and the *Navigable Waters Protection Act* (Canada). SR 2.18 is for information only and will not be evaluated although the Department reserves the right to ask clarification questions of Proponents.

SR Package 2B

The SR Package 2B consists of the following items:

- SR 2B.1 – General/Proponent information (pass/fail evaluation)
- Envelope A (all pass/fail evaluation)

- SR 2B.2 – SR Package 1 – SR 1.2 as clarified
- SR 2B.3 – SR Package 2 Envelope A – all components as clarified
- Envelope B (pass/fail evaluation)
 - SR 2B.4 – Insurance – SR 2.19 as clarified
 - SR 2B.5 – Financial Capacity
- Envelope C (no pass/fail or feedback; for information only)
 - SR 2B.6 – Indicative Financing Plan
 - SR 2B.7 – Indicative Financial Model

SR Package 2B is intended as the consolidated and clarified submission from Proponents. Portions of SR Package 2B will be incorporated into the DBFO Agreement.

The Indicative Financing Plan (SR 2B.6) is intended to provide the Department with an indication of the likely final form of the Proponent's financing plan in order to expedite the review of the Final Financing Plan in SR Package 3. The Indicative Financing Plan is for information only and will not be evaluated although the Department reserves the right to ask clarification questions of Proponents.

The Indicative Financial Model (SR 2B.7) is intended to provide the Department with an early indication of the Proponent's financial model in order to expedite the review of the financial model in SR Package 3. The Indicative Financial Model is for information only and will not be evaluated although the Department reserves the right to ask clarification questions of Proponents.

SR Package 3

The SR Package 3 consists of the following items:

- Envelope A (no pass/fail or feedback; for information only)
 - SR 3.1 – Final Financial Model
 - SR 3.2 – Final Financing Plan
- Envelope B
 - SR 3.3 – Financial Offer in accordance with Form G1 in Appendix 2 of this ITP and Form G2 in Appendix 2 of this ITP
 - SR 3.4 – Proposal Deposit and the Preferred Proponent Deposit (pass/fail evaluation)

Evaluation Process

The Department will use specific evaluation criteria for evaluation purposes. Subject to the requirements of law, no evaluation or rankings will be released to any person for any reason.

A Proponent will fail with respect to any SR Package if that Package, after clarification, is materially incomplete or determined by the Department to be unacceptable having regard to the requirements of this

RFP.

Proponents who fail on any SR Package will not be permitted to submit subsequent SR Packages or to otherwise further participate in this RFP. Proponents who pass an SR Package will be permitted to submit subsequent SR Packages (if any), subject to the Department's right to obtain additional clarifications.

From among the Proposals that are compliant, the Preferred Proponent, if selected, will be the Proponent whose Financial Offer presents the lowest total cost on a net present value basis. The net present value will be calculated to the SR Package 3 Submission Deadline by discounting the Financial Offer using a discount rate to be determined by the Department and based on the Province's borrowing costs as estimated by Alberta Finance and Enterprise two Business Days prior to the SR Package 3 Submission Deadline based on Initial Yields of the Benchmark Bonds (as described in Appendix 2, Form G2) and capital market indications of Government of Alberta credit spreads for newly issued bonds. The total cost on a net present value basis will be calculated by taking the sum of the net present values of the following in the Financial Offer:

- a. the Capital Payments set out in Table 2 of Form G1;
- b. the O&M Payments set out in Table 2 of Form G1 adjusted in accordance with Note 4 in Table 2 of Form G1; and
- c. the Provincial Funding as determined by the Department in accordance with Table 1 of Form G1 (the Province shall determine prior to the SR Package 3 Submission Deadline the progress payment amounts (in percentages of the Provincial Funding) and timing of the progress payments of the Provincial Funding and shall apply such determination equally to each Proponent's Financial Offer).

5.15 Honorarium

The Department will pay an honorarium in the amount of \$1,500,000 (the "**Honorarium**") to each Proponent that submitted a compliant SR Package 3 and was not selected as the Preferred Proponent. The Preferred Proponent shall not be entitled to the Honorarium. The payment of honoraria will be made 21 Business Days after the execution of the DBFO Agreement and delivery to the Department of the Financing and Initial Performance Letter of Credit by the Successful Proponent. If the Department elects not to select a Preferred Proponent, the Department will pay the Honorarium to each Proponent that submitted a compliant SR Package 3 and in such event payment of the honoraria will be made 21 Business Days after the Department advises the Proponents that the Department has elected not to select and notify a Preferred Proponent. The Honorarium shall be paid to the order of the Contact Organization unless otherwise directed by a written notice from the Contact Organization.

5.16 Fairness Auditor

The Department has retained the Fairness Auditor to oversee and report upon the RFP process.

Proponents may seek a fairness opinion from the Fairness Auditor on matters relating to the RFP process by sending to the Department Representative a package labelled with the Proponent's name and with **"Request for Fairness Opinion"**, which package will include a letter of request for a fairness opinion addressed to the Fairness Auditor.

The Department intends that the Fairness Auditor will respond, by providing to the Department Representative the requested fairness opinion, to requests for fairness opinions on or before the fifth (5th) Business Day after receipt of the request by the Department Representative. The Department intends to issue fairness opinions and their corresponding requests to all Proponents. However, the Department reserves the right to issue particular fairness opinions only to a particular Proponent depending on whether the request is confidential, or not to issue a fairness opinion at all.

Should a Proponent wish to seek a fairness opinion on a matter that it considers confidential (i.e., the fairness opinion is to be directed only to the Proponent that submits the request), the Proponent may request such a fairness opinion be kept confidential provided it sets out with such request an explanation as to why it believes the request confidential. If the Department considers that the request is in fact confidential, it will direct the fairness opinion only to the Proponent that has made the request, and not to the other Proponents. If the Department considers that the request is not confidential, it will advise the Proponent of its view, and the Proponent can decide whether to withdraw the request for a fairness opinion. The Department reserves the right in its sole discretion to determine whether a request is confidential or not, and anticipates that only in exceptional circumstances will it determine a request to be confidential.

5.17 Execution of DBFO Agreement

Concurrently with executing the DBFO Agreement, the Successful Proponent's legal counsel shall provide the legal opinion or opinions that confirm the accuracy of the Contractor's representations in clauses (a) through (c) of section 14.1 of the DBFO Agreement and the shareholdings (or other applicable ownership interests) in the Contractor and in the Contractor's ultimate parent disclosed to the Province under clause (d) of that section, which legal opinion or opinions may be subject only to such qualifications and limitations as are reasonably appropriate and customarily accepted in third party legal opinions in commercial transactions. The Department's legal counsel shall provide the legal opinion in support of the Province's representations in section 15.1 (a) and (b) of the DBFO Agreement in the form attached as Form H in Appendix 2 to this RFP. This opinion will be delivered when the DBFO Agreement becomes unconditional in accordance with section 3.3 of the DBFO Agreement.

Once issued in final form, the DBFO Agreement is to be executed by the Successful Proponent no later than 5:00 p.m. Alberta Time on the deadline date set out in Section 5.1 without further negotiation or amendment, except for limited customization to incorporate specific portions of the Preferred Proponent's Proposal. The Preferred Proponent cannot qualify the acceptance of the final form of the DBFO Agreement. If the Preferred Proponent does not execute the DBFO Agreement in its final form no later than 5:00 p.m. Alberta Time on the deadline date set out in Section 5.1, in addition to any other remedy available to the Department, the Department may retain the Preferred Proponent Deposit of \$20 million, and, in the sole discretion of the Department, may designate the Proponent with the Financial Offer with

the next lowest total cost (on a net present value basis) as the Preferred Proponent.

The Preferred Proponent may, within seven Business Days of being notified that it is the Preferred Proponent, elect in lieu of sections 18.7 and 18.8 as set out in the final form DBFO Agreement the replacement Sections numbered for identification as 18.7A and 18.8A that follow sections 18.7 and 18.8 in the final form DBFO Agreement; failing which election within such seven Business Day period, sections 18.7 and 18.8 shall apply.

Section 6

Other Matters

6.0 Other Matters

6.1 Eligibility

As a result of their involvement with the Department on this DBFO, the following individuals, companies and their affiliates are not eligible to be a Proponent, participate as Team Members of a Proponent, or act as advisors to a Proponent or its Team Members in the development and preparation of Proposals for this DBFO, or otherwise participate in the development and preparation of Proposals for this DBFO:

Engineering Consultants:

- ISL Engineering and Land Services Ltd.
- BPTEC-DNW Engineering Ltd.
- Thurber Engineering Ltd.
- Golder Associates Ltd.
- PBA Engineering Ltd.
- Traffic Solutions Consulting Ltd.
- Canadian Highways Institute Ltd.
- Tom Clarke and Coteau Process Advisory Services Inc.
- Hamilton & Olsen Surveys Ltd.
- 765383 Alberta Ltd., carrying on business as “Brownlee and Associates”
- Woodhead Consultants Inc.

Financial and Process Consultant:

- Deloitte & Touche LLP

Fairness Auditor:

- Gary G. Campbell, Q.C. and GGC Consultants Inc.

A Proponent may be disqualified if any of the above-noted ineligible persons participate in the development and preparation of the Proponent’s Proposal for this DBFO.

6.2 Contact Organization and Contact Individual

A Proponent shall maintain the same Contact Organization and Contact Individual for the RFP as for the RFQ. The Contact Organization will be the contact for all communications with the Department

regarding this RFP, and the Contact Individual shall be responsible for all such communications on behalf of that organization. The Department shall be entitled to rely on any communication from the Contact Individual as having been duly authorized by the Contact Organization and as being duly given on behalf of the Proponent and its Team Members.

A Proponent may change its Contact Organization only by providing notice from the previous Contact Organization. The Contact Organization may substitute a new Contact Individual only by a written notice to the Department signed either by the previous Contact Individual or by an officer of the Contact Organization whose authority to do so is affirmed to the satisfaction of the Department.

6.3 Changes to Proponents' Team Structure

It is recognized that Proponents may seek to change the roles of Team Members or Key Individuals, replace, remove or change Team Members and Key Individuals, or change entities from “under consideration” to confirmed Team Members. If any such change is sought, Proponents shall forthwith inform the Department Representative of the proposed change and submit all the applicable RFQ information, if not already submitted. The Department will re-evaluate the change in accordance with the RFQ criteria and determine if the change is acceptable. The Department reserves the right to either accept or reject the requested change and to change the short-listed status of the Proponent accordingly. Breach of this provision may result in disqualification of the Proponent from the RFP process.

6.4 Conflict of Interest

Proponents must not include among their Team Members or Key Individuals any business entity or individual who is, is associated with or is in any way likely to create a conflict of interest or a perception of conflict of interest with any of the following:

- Any consultant retained by the Department in relation to the DBFO, including but not limited to consultants providing engineering, process, finance or financial capacity advice (see also Section 6.1) including any former employee or contractor of such consultant who worked on the DBFO for such consultant;
- The Fairness Auditor (see also Section 6.1);
- Any member of the Legislative Assembly of Alberta or any associated person as set out in the *Conflicts of Interest Act* (Alberta); or
- Any former or current employee of the Province, who through his/her employment (past or present) has had involvement with the DBFO.

If a Proponent considers that a particular relationship or association does not create a conflict of interest or will not create a conflict of interest, but is concerned that the Department could arrive at a different conclusion, the Proponent should fully disclose the circumstances to the Department at the earliest possible date, and request that the Department provide an advance interpretation as to whether the relationship or association will be likely to create a conflict of interest or a perception of conflict of

interest.

Failure to comply with this provision may result in disqualification of the Proponent from the RFP process.

6.5 Proponents' Expenses

Except as otherwise expressly provided in this RFP, Proponents and their Team Members are solely responsible for all costs incurred in the preparation and submission of their responses to this RFP, for any presentations or interviews related to the Proposal, and for submitting any additional information requested by the Department. The Department shall not be liable to any Proponent or its Team Members or Key Individuals for any costs and expenses incurred in responding to this RFP.

6.6 Ownership of Documents and Intellectual Property

6.6.1 Documents

All documents submitted by Proponents shall become the property of the Department upon their being presented, submitted, or forwarded to the Department. Should any documents be submitted electronically, notwithstanding the prohibition on same contained elsewhere in this RFP, then their content and the media in which they are contained shall also become the property of the Department upon their being presented, submitted or forwarded to the Department.

6.6.2 Use of Documents, Drawings and Ideas

Notwithstanding anything contained in this RFP as to the purpose for the submission of Proposals, the Department may use the concepts, ideas, suggestions and directions contained within the documents, drawings, plans, written descriptions and other materials contained in the Proposals and in any communication surrounding the Proposals provided by the Proponents or their agents, for any purpose whatsoever including but not limited to use of portions of the Proposals or of ideas, information, enhancements and designs contained therein in other Department projects and in the development and negotiation of future DBFO relationships. For clarity, the confidentiality obligations set out at Section 6.10 which apply to the Department's use of information herein shall not interfere with the Department's rights to use concepts, ideas, suggestions and directions as herein described.

6.6.3 Assignment of Copyrights

The Proponents and their Lead Team Members and Project Lead (if not otherwise a Lead Team Member) must, via Forms A1 and A2 (Attachment to Declaration for SR Package 1), state as follows (or as modified in Forms A1 and A2):

“By submitting the Proposal or otherwise communicating to the Department matters relating to the RFP, and for good and valuable consideration receipt of which is acknowledged, this Proponent transfers and assigns unto the Department any and all Copyrights. This Proponent ensures the Department that it has become the owner of Copyrights as they have arisen from time to time and accordingly it has become qualified to make this Copyright assignment(s) in favour of

the Department. This Proponent has also ensured that the first owners of Copyrights have waived their copyright moral rights in written documents. Copies of assignments of copyrights from first authors and waivers shall be provided to the Department at no cost and the originals shall be available for inspection by the Department and its agents on reasonable terms. The Proponent agrees to assist the Department in understanding, documenting and in applying for registration for copyright(s) for any works; including executing such documentation as is reasonable and proper and within a reasonable time thereafter.”

6.6.4 Assignment of New Technology

The Proponents and their Lead Team Members and Project Lead (if not otherwise a Lead Team Member) must, via Forms A1 and A2 (Attachment to Declaration for SR Package 1), state as follows (or as modified in Forms A1 and A2):

“Unless otherwise agreed to in writing, all New Technology shall be owned by the Department. For good and valuable consideration, receipt of which is acknowledged, all New Technology is hereby transferred to the Department. For greater certainty the rights of the Department hereunder include, but are not limited to, providing the Department with the right to design, construct, operate and maintain the Infrastructure using New Technology without obtaining the further consent of the Proponent. The Proponent agrees to assist the Department in understanding, documenting, and in applying for registration for patent(s) for any New Technology, including executing such documentation as is reasonable and proper and within a reasonable time thereafter.”

6.6.5 Royalty Free License Back

The Department shall agree upon request to provide a royalty-free, perpetual license back to the Proponent which has created Copyrights and New Technology for its unfettered use in incorporating same into future or other projects and in licensing to its clients as required in other projects. This license does not carry any obligations on the Department whatsoever and does not require it to register or enforce registered rights in regard to Copyrights and New Technology.

6.6.6 Indemnity for Infringement

The Proponents agree, by submitting a Proposal, that the Proponent indemnifies the Department and its related parties including but not limited to its elected officials, officers, employees, and agents and agrees to hold them harmless against all claims, suits, proceedings, demands and actions arising out of or in any way connected with copyright, patent or other intellectual property infringement rights asserted by others against the Department, including for all damages, judgments, costs, fees and expenses (including legal fees on a solicitor and his own client basis) as a result of the Department owning, using or benefiting from the use of the Proposal and the New Technology or from designing, building, operating and maintaining the Infrastructure that is contained in the Proposal.

6.7 No Collusion or Common Ownership

Proponents must ensure that their participation in this RFP is conducted without collusion or fraud on their part or any of their Team Members or Key Individuals. Proponents and their Team Members and Key Individuals shall not engage in discussions or other communications with any other Proponents or their Team Members and Key Individuals regarding the preparation or submission of their responses to this RFP. Breach of this provision may result in disqualification of the Proponent from the RFP process. Notwithstanding the foregoing, Proponents may use the same firm or firms to obtain geotechnical, topographical, or other information about the site.

Common ownership between Team Members on different Proponents (“**Common Ownership**”) that may reduce, or be perceived to reduce, the competition between the applicable Proposals (“**Competition Reduction**”) may result in disqualification of the Proponent from the RFP process. If a Proponent considers that a particular Common Ownership should not be determined to be Competition Reduction, but is concerned that the Department could arrive at a different conclusion, the Proponent should fully disclose the circumstances to the Department at the earliest possible date, and request that the Department provide an advance interpretation as to whether the particular Common Ownership would be determined to be Competition Reduction. If the Department determines a particular Common Ownership to be Competition Reduction, then the Department may disqualify all but one of the Proponents involved in the Common Ownership (the “**Commonly-Owned Proponents**”) from the RFP process.

The Department may determine the Proponent involved in the Common Ownership that is not removed based upon the Proponent involved in the Common Ownership with the highest evaluation score pursuant to section 8 (RFQ Evaluation) of the RFQ. If there is a tie among the highest evaluation scores among two or more Commonly-Owned Proponents, the Department may determine the Proponent involved in the Common Ownership that is not removed based upon a random draw among the Commonly-Owned Proponents with the tied highest evaluation scores.

Whether the Department determines that there is Competition Reduction is fact specific and depends upon a number of factors, including without limitation some of the following:

- the nature of the role the commonly-owned Team Members play with their respective Proponent, including without limitation whether the commonly-owned Team Members are Lead Team Members with their respective Proponent;
- the size of the role the commonly-owned Team Members play in terms of the Project or the O&M;
- the anticipated public perception should the non-commonly-owned Proponent drop out of the RFP process for whatever reason leaving only the two Commonly-Owned Proponents. In such case, would the nature and degree of Common Ownership be such that the public may perceive competition to be lessened;
- whether the nature of the Common Ownership is indirect such as a Team Member’s pension plan holds units in a fund and that fund holds shares in a Team Member with another Proponent;

- given similar facts, what have other jurisdictions in Canada and around the world done. Have other jurisdictions allowed the Commonly-Owned Proponents to be proponents under a request for proposals;
- would the Commonly-Owned Proponents be considered related, associated, or at non-arm's length under the *Income Tax Act* (Canada) and case law;
- any measures the Commonly-Owned Proponents propose to implement to give the Department comfort that there are no communications (express or implied) between the commonly-owned Team Members in respect of the RFP process;
- the number of Proponents participating in the RFP process; and
- whether the commonly-owned Team Members provide specialized services which can only commercially reasonably be provided by a very limited number of entities.

6.8 No Lobbying

Proponents and their Team Members and Key Individuals are strictly prohibited from engaging in any form of political or other lobbying whatsoever in relation to the DBFO or with a view to influencing the outcome of this RFP process. Failure to comply with this provision may result in disqualification of the Proponent from the RFP process. All correspondence or contact by Proponents with the Department must be directly and only with the Department Representative or as otherwise provided for in this RFP.

6.9 No Publicity

No press release shall be issued by any Proponents or their Team Members or Key Individuals, nor allowed to be issued by any entity not at arm's length with a Proponent or its Team Members or Key Individuals, in relation to the DBFO without first obtaining the prior written consent of the Department. Breach of this provision may result in disqualification of the Proponent from the RFP process.

6.10 Confidentiality of Submissions and the Collection of Personal Information

Except as otherwise expressly indicated by Proponents, submissions in response to this RFP will be considered to have been submitted in confidence and, subject to Section 6.6 of this RFP and subject to section 19.6 of the DBFO Agreement, will not be disclosed by the Department or its consultants except as required by the *Freedom of Information and Protection of Privacy Act* (Alberta) (“**FOIP**”) or any other law.

The Proponent must advise, and must ensure Team Members advise, Key Individuals and other affected employees that all personal information (as defined in FOIP) provided to the Department in conjunction with the RFP process is being collected for the purpose of evaluating the Proponent's Proposal, pursuant to the *Government Organization Act* (Alberta). The Key Individuals and other affected employees must also be given the name and contact information of the Department Representative who may answer any

questions they may have regarding this collection. It is the Proponent's responsibility to obtain Key Individuals' and other affected employees' authorization to include such personal information in the Proposal and authorization for the Department to do reference checks. Proponents must, if so requested by the Department, supply evidence demonstrating that such authorizations have been properly obtained in accordance with this Section.

6.11 Amendments to or Cancellation of Process

Amendment of Process:

The Department may at any time before or after the SR Package 3 submission deadline, by addendum issued to Proponents amend any aspect of this RFP. Each such addendum shall be issued by the Department in writing and shall be expressly identified as an addendum to this RFP.

Rejection of Proposal:

The Department may in its discretion reject any Proposal that does not meet all of the requirements set out in this RFP. If any Submission contains a defect or irregularity such that it fails in some way to comply with any requirement of this RFP, which defect or irregularity, in the sole opinion of the Department, can be remedied without providing an unfair advantage to one or more Proponents, the Department may request clarification from the Proponent under Section 5.8.2 of this RFP. Upon receipt of appropriate clarification, the Department may waive the defect or irregularity and accept the Submission. Failure by a Proponent to provide, within the time specified in the request for clarification, a written response that properly clarifies its Submission and rectifies the defect or irregularity, may result in disqualification from the RFP process.

Cancellation of Process:

The Department is not bound to accept any Proposal. Although it is the current intention of the Department to select a Preferred Proponent and to enter into a DBFO Agreement, the Department may in its sole discretion, at any time prior to the execution of the DBFO Agreement, terminate the procurement process. The Department may in that event either cancel the Project and the O&M or proceed with the Project and the O&M on different terms or proceed with the Project and the O&M as a traditional design-bid-build, design-build or other procurement model.

In the event that the Department cancels this RFP but proceeds with the Project or with the Project and the O&M, the Department may issue a new request for proposals for any or all parts of the DBFO. In that event, the Department may proceed with any or all parts of the DBFO in such manner as the Department in its discretion considers appropriate, including by using some or all of the Proponents' ideas and concepts. Further in that event, the Department shall be at liberty to contract directly with one or more Proponent Team Members or with any one or more of the contractors, sub-contractors, consultants, advisors and others engaged by or through any Proponent or any Proponent Team Member or with any other person or persons, for any matter related to all of any part of the DBFO.

Non-recourse:

No course of action or inaction by the Department that is permitted by this Section 6.11 shall create any obligation or liability to any Proponent or its Team Members or its Key Individuals or any other person or create a right of recourse against or entitlement to compensation from the Department, other than the Honorarium detailed elsewhere in this RFP.

6.12 Accuracy of Information

While the information in the RFP and any other information have been prepared in good faith, the Department does not represent such information to be accurate, comprehensive or to have been independently verified. Neither the Department nor any of its elected officials, officers, employees, agents, or advisors accept any liability or responsibility for the adequacy, accuracy or completeness of, or makes any representation or warranty, express or implied, with respect to the information contained in the RFP or otherwise made available to Proponents. Any liability therefore is hereby expressly disclaimed.

Each Proponent shall be solely responsible for examining the complete RFP, including any addenda and any other information, and for independently informing and satisfying itself with respect to any and all information contained therein, and any and all conditions which may in any way affect its Proposal.

Each Proponent shall be deemed to have satisfied itself as to the nature and extent of the risks it will be assuming.

Each Proponent shall be deemed to have gathered all information necessary to perform its obligations under this RFP and any other obligations assumed or arising thereafter.

In connection with the foregoing, each Proponent shall review all of the RFP and shall promptly report or request clarification of any discrepancy, deficiency, ambiguity, error, inconsistency or omission contained therein. Any such report or request must be submitted to the Department Representative immediately.

The Proponent shall not be entitled to claim against the Department or its elected officials, officers, employees, agents or advisors on the grounds that any information, whether obtained from the Department or otherwise (including information gained from other departments of the Province or their elected officials, officers, employees, agents or advisors regardless of the manner or forum in which the information is provided) is incorrect or insufficient. Proponents shall be responsible for conducting their own due diligence on data and information upon which their Proposal is based.

6.13 Debriefing

If requested, the Department will debrief Proponents, separately, after the execution of the DBFO Agreement.

During such debriefing, the evaluation, scoring, ranking and content of any Proposals will not be disclosed. Only the strengths and weaknesses of the Proponent's Proposal relative to the evaluation criteria will be disclosed and discussed.

6.14 Limitation of Damages

The Proponent and its Team Members, by submitting any or all of a Proposal including any or all of the Optional Innovation Submission and the SR Packages, agrees that it will not claim damages, for whatever reason, in respect of the procurement of the design, build, finance, or operate of Northeast Anthony Henday Drive, in excess of an amount equivalent to the reasonable costs incurred by the Proponent and its Team Members in preparing its Proposal minus the Honorarium (as defined in Section 5.15) if applicable.

6.15 Governing Law

This RFP shall be construed, and the relations between the Department and the Proponents and their Team Members determined, in accordance with the laws in force in the Province of Alberta and the courts of the Province of Alberta shall have exclusive jurisdiction with respect to all matters relating to or arising out of the RFP.

6.16 Time

Time is of the essence.

Appendix 1

Submission Requirements

Appendix 1 – Submission Requirements

SR 1.0 Submission Requirement Package 1

The SR Package 1 consists of the following items to be provided by each Proponent:

SR 1.1 – General/Proponent information (including Forms A1 and A2)

- Envelope A
 - SR 1.2 – Management plan
 - SR 1.3 – Design and construction and maintenance
 - SR 1.4 – Utilities and municipal services
 - SR 1.5 – Preliminary public communication strategies
 - SR 1.6 – Railway interfacing strategies
 - SR 1.7 – Regulatory requirements for North Saskatchewan River crossing

The SR Package 1 is to be submitted in a single sealed envelope as described above plus General/Proponent information.

SR 1.1 General/Proponent Information

Provide the following items:

- A description of changes, if any, to the composition of the Proponent since its response to the RFQ, together with the same information solicited in the RFQ with respect to any additions to the Proponent.
- The names, titles, and employers of the individuals on the Proponent's team who are responsible for preparing the Proponent's SR Package 1.
- Declaration letters in the form of Form A1 and Form A2 in Appendix 2 from the Contact Organization and each Lead Team Member and the Project Lead (if not otherwise a Lead Team Member).

Envelope A

SR 1.2 Management Plan

Address the functions required to satisfy the Proponent's obligations, duties, and responsibilities for the entire DBFO in a management plan. The management plan should include, but not be limited to, the following:

SR 1.2.1 *Organization Structure*

Provide a comprehensive description of the Successful Proponent's organization structure for the DBFO in terms of organizational positions and the names of the designated individuals for those positions, identifying their roles, reporting relationships, responsibilities, and levels of authority. In so doing, provide an overall organization chart illustrating the key functions of the proposed DBFO organization, supplemented by additional organizational charts sufficient to present and describe all key functions through all phases of the DBFO, including:

- management group, including executive officers;
- design and construction group;
- environmental management group;
- public communications group;
- quality management group;
- operations and maintenance group(s); and
- financing group.

SR 1.2.2 *Proposed Key Personnel and Time Commitment*

For each of the key personnel identified above, provide a brief and concise summary in a resume of no more than two pages listing his or her most relevant qualifications to support the nomination to the identified organizational positions. Confirm the availability of these individuals to take part in the DBFO and the duration of that availability by providing letters of commitment signed by these individuals including the percentage of time they will provide to the DBFO.

SR 1.2.3 *Relationship Between the Department and the Successful Proponent*

Describe the nature and extent of the interfacing and interaction envisaged between the Successful Proponent and the Department over the course of the DBFO, and the measures proposed to ensure a high level of communications and cooperation.

SR 1.3 *Design and Construction and Maintenance*

Provide an acknowledgement that the Proponent has reviewed and understood the Functional Plan and Technical Requirements and intends to apply the solutions presented in the Functional Plan in a manner that complies with the Technical Requirements in developing its Submissions.

Provide a description of the relationship between the design and construction and maintenance teams in terms of the interfacing and interaction between these three groups and how this will enable the Successful Proponent to achieve the required quality of infrastructure by the prescribed deadline, and to operate, maintain and rehabilitate the New Infrastructure throughout the Operating Period, to operate and maintain the Existing Infrastructure throughout both the Construction Period and the Operating Period, to be responsible for certain operation and maintenance of certain portions of current roads that are required to remain in-service during the Construction Period (the “**In-Service Roads**”).

SR 1.4 Utilities and Municipal Services

Provide a utilities and municipal services report that presents a plan for dealing with all utility and municipal services within the physical scope of the Project and the O&M. The plan is to include, but not be limited to, the following:

- A process for approval of new utilities and municipal services prior to and during the Construction Period;
- An approach to accommodation of existing utilities and municipal services during the Construction Period;
- The communication strategy with the affected utility companies, agencies, and municipalities during the Construction Period; and
- The communication strategy with affected utility companies, agencies, and municipalities during the Operating Period.

SR 1.5 Preliminary Public Communications Strategies

Provide an outline of the preliminary public communications strategies over the term of the DBFO Agreement for:

- Public communications; and
- Interaction with the Department, utility companies, railway companies, affected municipalities, and other stakeholders.

SR 1.6 Railway Interfacing Strategies

Provide a report that presents a plan for dealing with the railway crossings component of the Project and the O&M. The plan is to include, but not be limited to, the following:

- A demonstrated understanding of the process to obtain the necessary approvals from the railway companies for the respective grade separations;
- Interaction with the Department and railway companies including relationships required and partnering strategies to be employed for the successful implementation of all railway crossings;
- Resourcing strategies for obtaining qualified personnel required for each of the design, construction, and construction supervision responsibilities related to the railway crossings; and
- A recognition and demonstrated understanding of any schedule sensitivities related to the railway crossings along with mitigation strategies.

SR 1.7 Regulatory Requirements for North Saskatchewan River Crossing

Provide a North Saskatchewan River crossing report that presents a plan for dealing with all regulatory requirements for this component of the Project and the O&M. The plan is to include, but not be limited to, the following:

- A demonstrated understanding of the regulatory approvals required in order to construct the river structures;
- An awareness of the time required for the regulatory agencies' application and review process;
- Comprehension of the content required for applications for approvals and the relationship between the different regulatory agencies' application processes; and
- A high-level schedule showing the anticipated timing for obtaining approvals and any dependencies between tasks.

SR 2.0 Submission Requirement Package 2

SINCE PORTIONS OF THE PREFERRED PROPONENT’S SR PACKAGE SUBMISSIONS WILL BE INCORPORATED INTO THE DBFO AGREEMENT’S SCHEDULES, WHEN PREPARING SR PACKAGE 2, PROPONENTS MUST USE, WHERE APPROPRIATE, THE DEFINED TERMS USED IN THE DBFO AGREEMENT, INCLUDING SCHEDULE 18.

The SR Package 2 consists of the following items to be provided by each Proponent:

- SR 2.1 – General/Proponent information (including Form B)
- Envelope A:
 - SR 2.2 – Roadway design report
 - SR 2.3 – Pavement design report
 - SR 2.4 – Noise attenuation strategy
 - SR 2.5 – Bridge structures design report
 - SR 2.6 – Drainage design report
 - SR 2.7 – Safety audit plan
 - SR 2.8 – Construction management plan
 - SR 2.9 – Operation and maintenance plan
 - SR 2.10 – Infrastructure wholelife management plan
 - SR 2.11 – Traffic management plan
 - SR 2.12 – Quality Management System
 - SR 2.13 – Environmental Management System
 - SR 2.14 – Safety plan
 - SR 2.15 – Public communications strategies
 - SR 2.16 – Collaboration strategy
 - SR 2.17 – Project schedule
 - SR 2.18 – North Saskatchewan River Crossing
- Envelope B:
 - SR 2.19 – Insurance (including Form E)

The SR Package 2 Submission is to be submitted in two separate, sealed envelopes as described above plus the SR 2.1 General/Proponent information.

SR 2.1 General/Proponent Information

Provide the following items (most of which was provided as part of SR 1.1 and can be resubmitted unless there are changes since SR 1.1):

- A confirmation of the composition of the Proponent as provided in its response to the RFQ;
- A description of changes, if any, to the composition of the Proponent since its response to the RFQ, together with the same information solicited in the RFQ with respect to any additions to the Proponent;
- A description of the intended business form of the Successful Proponent, and the anticipated legal relationship among the Successful Proponent and the Team Members with respect to the relevant elements of the DBFO. Material provisions of any agreements which will be entered into between the Successful Proponent and the Team Member with respect to the DBFO are to be described;
- A list of the individuals or companies who will or do hold a major or controlling interest in the Successful Proponent and in each Lead Team Member and Project Lead (if not otherwise a Lead Team Member);
- Letter of intent for the procurement of services and of future key management employees, future key partners, future key sub-contractors, and future key sub-consultants;
- The names, titles, and employers of the individuals on the Proponent's team who are responsible for preparing the Proponent's SR Package 2; and
- Declaration in the form of Form B in Appendix 2 from the Contact Organization.

Envelope A**SR 2.2 Roadway Design Report**

Provide a roadway design report that identifies the safety features included in the design and how they relate to the Technical Requirements, where applicable. The roadway design report should also include, but not be limited to, the following:

SR 2.2.1 *Design - Plans and Profiles*

Provide plans that display all significant horizontal alignment geometric design data. Identify all elements on the roadway plan in terms of their functional classification and design speed. Clearly show the approximate limits of anticipated construction, including cut lines for clearing and any additional right-of-way requirements beyond that provided in the Road Right of Way. Provide justification for additional right-of-way (if any).

Clearly identify specific measures that need to be implemented to permit the construction of the New Infrastructure. Identify details of mitigation. The mitigation measures to be identified include but are not limited to:

- Retaining walls (provide maximum height and extent of walls), stabilized slope techniques and other geotechnical features;
- Underground drainage facilities, other than cross-roadway culverts;
- Permanent erosion control features;
- Side slopes steeper than 3:1 slope;
- Barrier locations and types being used for protection of traffic against safety hazards;
- Measures taken to preserve sight distances at intersections; and
- Details of tie-ins with municipal and other infrastructure, present and planned in the future.

SR 2.2.2 *Design Cross-Sections*

For all homogenous sections of roadway within the New Infrastructure, provide typical cross-sections which include, but are not limited to, the following detail:

- Summary of relevant geotechnical information, including stability analysis, settlements, groundwater horizons, borrow sources, etc.;
- Graded top width;
- Finished base top width;
- Pavement top width after each successive pavement rehabilitation for the duration of the Operating Period;
- Sideslopes; and
- Accommodation of the ultimate phase of the New Infrastructure, as shown on the Functional Plan and/or the Project Specifics.

Identify the strategy for maintenance of minimum roadway top width and minimum side slope requirements throughout the Operating Period.

SR 2.2.3 *Designs – Appurtenances*

Provide the design standards to be applied to the New Infrastructure in the following areas:

- Mitigations of hazards;
- Roadside and median barrier systems including longitudinal transitions to bridge structures, median treatments and end treatments;
- Pavement markings at every stage of the New Infrastructure;
- Delineators;
- Measures to reduce conflicts with wildlife;

- Lighting systems including details of pole structures and offsets;
- Signals;
- Signage; and
- Other traffic devices and/or features within the roadway.

SR 2.2.4 *Signing*

Describe the overall signing strategy for the New Infrastructure including all overhead sign installations, and a proposed approach for verifying the wording of sign messages. The location of the overhead signs only needs to be shown on the Proponent's roadway design report.

Identify the standards for sign installation, in particular with respect to:

- Sign post installation;
- Breakaway sign posts;
- Sign standards for materials, fonts, colour, layout, and reflectivity; and
- Offset standards.

SR 2.2.5 *Roadside Hazard Report*

Provide details of the following:

- Approximate location of barriers, of all types;
- The standards of each type of barrier to be used; and
- Standard of typical installation and layout drawings for barriers and other roadside hazards, within an offset less than the appropriate clear zone guideline as per the Department's *Highway Geometric Design Guide* and *Design Bulletins*.

SR 2.2.6 *Traffic Modelling*

Provide the following in electronic form on CD:

- Synchro files (.sy7 and .st7 files) in Version 7 format that are in accordance with sections 200.2.1 and 300.4.1.2.1 of Schedule 18 (Technical Requirements).

SR 2.2.7 *Railway Crossings*

Provide details of the following:

- Vertical and horizontal geometry of all proposed and future railway tracks crossing the New Infrastructure;
- Accommodation of railway appurtenances including but not limited to off track roadway, switching facilities, yard drainage, team track access, loading ramp access requirements; and

- Railway shooflies and demolition plans for existing at-grade crossings.

Proponents shall note that the design and construction of any railway infrastructure and related appurtenances is completely subject to the review and prior written approval of the relevant railway company.

SR 2.3 Pavement Design Report

Provide a pavement design report that presents the Proponent's preliminary pavement design for the New Infrastructure's mainline, interchange ramps and cross roadways. The approach to be employed in designing the pavement structure(s) shall be in compliance with in the Technical Requirements. The pavement design report is to address, but not be limited to, the following matters:

SR 2.3.1 *Geotechnical Information*

Provide a geotechnical report with sufficient information to assess the anticipated soil and groundwater conditions. The geotechnical report is to contain, but not be limited to, the following:

- Soil stratigraphies;
- Moisture contents;
- Plasticity;
- Estimated standard proctor optimum moisture content;
- Erodability;
- Frost susceptibility; and
- Anticipated subgrade support values.

SR 2.3.2 *Design Methodology Adopted and Application*

Name and describe the design methods adopted in developing the pavement design(s) and discuss the rationale for their selection for use for the New Infrastructure. Describe how the design methodology would be applied for developing the pavement design(s).

Provide the design parameters and factors used in determining the pavement design(s). These must include at least the following:

- ESAL's;
- Lane distribution;
- Annual projected growth rate over the Operating Period;
- Percentage heavy vehicles;
- Pavement material strength factors; and
- Pavement design life.

SR 2.3.3 Roadway Construction Specifications

Submit the proposed roadway construction specifications which are fully compliant with the Technical Requirements. Only specifications that differ from the Department's *Standard Specifications for Highway Construction* need be identified.

SR 2.4 Noise Attenuation Strategy

In the event that noise attenuation may be required in order to meet the Technical Requirements, indicate the Proponent's strategy to control noise in accordance with those requirements throughout the Operating Period.

Show a cross-section(s) and other design details that demonstrate how the Proponent is planning to mitigate sound generation to satisfy the Technical Requirements, including noise generated at intersections and interchanges in the New Infrastructure.

SR 2.5 Bridge Structures Design Report

Submit a Bridge Structures Design Report to illustrate the concepts and strategic direction of the proposed bridge structures. The report shall contain a geotechnical summary, a bridge design parameters summary, a bridge materials summary, an overhead sign structure summary, site specific bridge drawings for each bridge and bridge size culvert, and typical drawings for overhead sign structure. Typical bridge drawings that are common to more than one bridge site may also be included. Additional details of the above requirements are listed below.

SR 2.5.1 Geotechnical Summary:

Provide a summary of geotechnical investigation of bridge sites including:

- Approach fill borrow sources including test hole logs, plans and laboratory testing information;
- Stability analysis for approach fills and retaining structures, including any required ground improvements (e.g. staged construction, reinforcement or drainage measures) and geotechnical instrumentation required to confirm stability; and
- Anticipated approach fill settlements including any geotechnical instrumentation required to confirm settlements.

SR 2.5.2 Bridge Design Parameters Summary

Provide a summary of the bridge design parameters as listed in the table entitled "Bridge Design Parameters Summary", preferably in the tabular format set out below under the heading "Summary Reports".

SR 2.5.3 Bridge Materials Summary

Provide a summary of the bridge materials as listed in the table entitled "Bridge Materials Summary", preferably in the tabular format set out below. Describe any other proposed materials for bridge components with sufficient detail and supplier product information to demonstrate conformance with the Technical Requirements.

SR 2.5.4 *Overhead Sign Structure Data Summary*

Provide a summary of the overhead sign structure data as listed in the table entitled “Overhead Sign Structure Data Summary”, preferably in the tabular format set out below under the heading “Summary Reports”.

SR 2.5.5 *Site Specific Bridge Drawings*

Provide site specific bridge drawings for all bridges and bridge size culverts (greater than or equal to 1.5 m diameter).

For each bridge site drawing include:

Cross references to the Department’s Standard Drawings as set out in Appendix B to Schedule 18 (Technical Requirements) to the DBFO Agreement, typical bridge drawings (see SR 2.5.6), or other drawings in the Submission package.

The required drawing content and preferred drawing organization are indicated below. Sample drawings of the preferred bridge drawing organization are provided in the Electronic Data Room.

For each bridge include:**General Layout Sheets:***Interchange Key Plan including:*

- A simplified plan view of the interchange showing the location of the bridge in the context of the whole interchange and adjacent structures; and
- Label roadway(s), railway(s), watercourse(s) (if applicable) and the relevant bridge.

Plan including:

- Structure layout, including locations of any retaining walls, ground improvement measures and footprints of the approach fills;
- Horizontal alignment of the overpassing roadway(s)/railway(s), underpassing roadway(s)/railway(s) or watercourse(s) (if applicable), including skew angles, control line offsets from centerline of median, and chainage equations. Show and dimension traffic lanes, shoulders, sidewalks, bikeways, railway tracks, etc. Show Ultimate Stage geometry for the underpassing roadway(s)/railway(s) and Stage 1 geometry for the overpassing roadway(s)/railway(s);
- Extent of any Ultimate Stage bridge widening or additional structures as indicated in the Functional Plan - shown using distinct line type (e.g. dashed lines);
- Location of minimum vertical clearance points;
- Minimum horizontal distances for clear recovery zones indicated at the point of critical clearance for each substructure element;
- Minimum horizontal sight distances indicated at the point of obstruction (where applicable);
- Wingwall orientation and lengths;

- Utilities within and adjacent to the structure footprint, identifying potential conflicts between the bridge foundations and existing utilities;
- Bridge and site drainage including locations of any drainage related items including deck drains, catch basins, drain troughs, swales, culverts, etc., identifying how the bridge drainage ties in with the site drainage, and global drainage through or around the site;
- Concrete slope protection; and
- Locations of watercourse protection works (where applicable).

Elevation including:

- The geometry of the underpassing roadway/railway and required bridge opening for both Stage 1 and the Ultimate Stage. For Stage 1 and Ultimate Stage show and dimension (on square) all traffic lanes, shoulders, sidewalks, bikeways, swales, railway tracks, water courses (if applicable), etc.;
- Minimum vertical clearances indicated at the point of critical clearance for each span;
- Existing groundlines;
- Span lengths;
- Station, elevation, and road grade (%) for the overpassing roadway at the centerline of each substructure element, and at tops of fills;
- Headslopes, including any retaining walls, slope protection, and ground improvement measures;
- Bridge components including abutment, pier and wingwall types;
- Bridge barrier transition type and standard drawings;
- Superstructure articulation system including identification of expansion and fixed bearings;
- Girder continuity including the location of any required girder field splices;
- Foundation types and depths;
- Hydrotechnical information (if applicable) such as design upstream high water elevation, freeboard, ice loading and general and local scour; and
- Details of watercourse protection works, if applicable.

Notes including:

- List any deviations from the general Bridge Design Parameters Summary and the Bridge Materials Summary;
- Identification of potential environmental issues at the bridge site and proposed mitigation;
- Identification of utility conflicts and proposed resolution;
- Identification of potential settlement issues and proposed mitigation;
- Design speeds on over-passing and under-passing roadways; and
- Parameters for calculation of each clearzone used at the bridge site.

Bridge Detail Sheets:

Superstructure Detail including:

- Control line;
- Stage 1 and Ultimate Stage widths of bridge clear roadway. Show Ultimate Stage widening using a distinct line type (e.g. dashed line);
- Stage 1 fill adjacent to structure identifying rural or urban section;
- Deck and wearing surface type and thickness;
- Curb/barrier type and heights;

- Girder type, size, spacing, and depth; and
- Girder bracing types and spacing.

Pier Details including:

- Elevation and section view showing pier type and dimensions;
- Any future bridge widening or provisions for additional structures as indicated in the Functional Plan - shown using distinct line type (e.g. dashed lines);
- Pier diaphragm, bearing type and lateral restraint system; and
- Typical pier shaft cross-section.

Abutment Details including:

- Elevation and section view showing abutment type and dimensions;
- Any future bridge widening or provisions for additional structures required as indicated in the Functional Plan - shown using distinct line type (e.g. dashed lines);
- Abutment diaphragm, bearing type and lateral restraint system;
- Retaining wall type and dimensions, if applicable;
- Deck and/or cycle control joint types;
- Approach slab and/or roof slab, including approach slab length;
- Abutment deck joint plumbing and deck wick drain termination; and
- Abutment drainage and backfill details.

Profile Sheets:

Roadway Profiles including:

- Overall roadway vertical alignment showing each bridge in context with the roadway alignment including centreline of finished crown stations; and
- Gradeline profiles, including existing groundlines, for overpassing and underpassing roadway(s)/ railway(s).

For Each Bridge Size Culvert (greater than or equal to 1.5 m diameter):

General Layout drawing showing:

- Longitudinal and transverse sections;
- Invert elevations;
- Roadway elevations;
- Invert length;
- Hydrotechnical information including normal water levels at inlet and outlet, high water levels for culvert headwater and tail water, and freeboard;
- Backfill details;
- End treatment details;
- Erosion and/or scour protection details;
- Barrier/guardrail details; and
- Any special details.

For Each Type of Cantilever or Overhead Bridge Sign Structure:

Typical General Layout drawing showing:

- Framing type (single arm, double arm, truss etc.);
- Vertical and horizontal clearance from roadway;
- Foundation type;
- Barrier/guardrail details, deflection allowance and zone of intrusion set back requirements in non barrier-free locations; and
- Summary table containing span lengths for all structures.

SR 2.5.6 *Typical Bridge Drawings*

Proponents are encouraged to use typical drawings to provide information on bridge elements that are common in form across multiple bridge sites. Information that is not shown on typical drawings must be shown on site specific drawings. A list of required and preferred typical drawings is given below.

Required Typical Drawings:

- Depiction of how the aesthetic principles of the Technical Requirements and the Department's *Bridge Aesthetics Study* have been incorporated into the bridges and their components;
- Utility and lighting accommodation on bridges, showing attachment of lighting to bridge, details of power supply entry location to pier and ducting routing on bridge. Also showing pole locations together with zones of intrusion and set-backs where applicable;
- Typical sections for all abutment types (e.g. conventional, integral, semi-integral) for headslopes and/or MSE walls when applicable, showing:
 - General structural arrangement, backfill details, wingwall embedment, and drainage system for joints and backfill;
 - Bridgerail to approach barrier/guardrail transitions, with relative locations of posts, drains and utility ducts in this area;
 - Surface drainage, and termination details of deck wick drains;
 - The extent of any MSE wall soil reinforcing;
 - Details at top of headslope, including minimum bench dimensions and treatment of bench ends, flashing, and minimum abutment embedment below top of headslope; and
- Transitions on bridge approaches between an urban cross section with curb and gutter and a bridge section with barriers or guardrail.

Preferred Typical Drawings:

- Retaining wall sections for various types; and
- Barrier sections for any site specific barriers not covered by the Department's standard barriers.

Summary Reports:

Bridge Design Parameters Summary (List all deviations to this summary on site specific bridge drawings, and include the relevant drawing numbers in the table below)		
Item	Description	Drawings with Deviations
Design Code		
Design Life (Bridge / MSE Wall/Culvert)		
Design Live Load		
Reference Wind Pressure (100yr / 50yr / 25yr)		
Design Mean Daily Temperature Range (max/min)		
Design Fatigue Stress Cycles (Highway Class)		
Design Seismic Load Parameters		
Design Vehicle Collision Load		
Ice Parameters (effective ice strength / thickness)		
Other		

Bridge Materials Summary (List all deviations to this summary on site specific bridge drawings, and include the relevant drawing numbers in the table below)		
Item	Concrete Class and/or 28-day Compressive Strength	Drawings with Deviations
Prestressed and post-tensioned concrete girders		
Cast-in-place decks, curbs, bridge barriers, sidewalks, medians, abutment and pier diaphragms, deck joint blockouts, tops of abutment backwalls, abutment roof slabs, approach slabs and sleeper slabs		
Precast partial depth deck panels		
MSE wall precast wall panels and MSE wall coping		
Splash zone surfaces		
Pilecaps, substructure elements and monolithic concrete protection barriers other than splash zone surfaces		
Sign structure foundations		
Drilled concrete caissons above the frost line		
Concrete slope protection and concrete drain troughs		
MSE wall levelling pads		
Pipe pile in-fill concrete and drilled caissons below the frost line		
Grout (base plates)		
Grout (post-tensioning ducts)		
Other		

Bridge Materials Summary (continued) (List all deviations to this summary on site specific bridge drawings, and include the relevant drawing numbers in the table below)		
Item	Steel Grade and Category or Bar Type	Drawing Number
Steel girders and all materials welded to them		
Steel diaphragms for steel bridges		
Steel diaphragms for concrete bridges		
Steel H-piles		
Steel pipe piles		
Deck joints		
Bearings		
High strength bolts, nuts and washers		

Anchor rods for bearings in contact with black steel		
Anchor rods for bearings in contact with galvanized steel only		
High strength anchor rods (including bridgerail post anchors)		
Reinforcing steel in bridge decks, curbs and barriers above the deck/wingwall construction joint, projecting dowels embedded in the deck pour, sidewalks, medians, deck joint blockouts, approach slabs, sleeper slabs, abutment roof slabs, dowels connecting approach slabs to abutment corbels, concrete within 300 mm of the tops of abutment backwalls, diaphragms, corbels, wingwalls, and within 300 mm of Splash Zone Surfaces		
Reinforcing steel stirrups projecting from precast girders into deck slabs.		
Reinforcing steel in MSE wall panels		
Reinforcing steel in precast girders other than steel stirrups projecting into deck slabs		
Reinforcing steel in piles		
Reinforcing steel in precast girders other than steel stirrups projecting into deck slabs		
Pre-tensioning strand		
Post-tensioning strand		
Other		
Overhead Sign Structure Data Summary (List all deviations to this summary on site specific bridge drawings, and include the relevant drawing numbers in the table below)		
Item	Description	Drawings with Deviations
Design Code		
Maximum cantilever span		
Sign structure material, grade and category		
Foundation concrete class		
Design Fatigue Category		

SR 2.5.7 Bridge Structure Specifications

Submit proposed specifications for the construction of bridge structures that are fully compliant with the Technical Requirements. Only specifications that differ from or are not included in the Technical Requirements or the Department's *Specifications for Bridge Construction* need to be identified.

SR 2.6 Drainage Design Report

Provide a drainage design report that includes standards, specifications, design methods, decisions and assumptions that will be implemented during the design and construction of the New Infrastructure with respect to proposed drainage facilities.

Specific items to be addressed include but are not limited to:

- Stormwater management facilities;
- Outlet control facilities;
- Storm sewers;
- Open ditches;
- Check dams;
- Canals;
- Catch basins;
- Third-party drainage arrangements planned;
- Sub-drainage;
- Erosion control features;
- An area wide drainage plan, with pre and post roadway and railway construction drainage patterns identified; and
- All drainage connections that tie into local municipal master drainage plans.

Identify and provide details for all off-site drainage arrangements that relate directly or indirectly to the New Infrastructure. This includes joint use or shared facilities within the Road Right of Way, within the TUC, or off-site.

Describe the methodology and approach employed for the preliminary design of the drainage facilities required for the New Infrastructure. Describe the quantity control, water quality treatment and spill containment features of the New Infrastructure.

Provide the factors, parameters and assumptions used in the derivation of the design flows and other drainage analyses.

Identify specific requirements for stormwater management facilities to meet the Federal *Edmonton Garrison Heliport Zoning Regulations* (SOR/2004-86, as amended).

Describe and provide design details on how the additional 210,000 m³ of storage with controlled discharge, as described in section 200.2.5 (Drainage) of Schedule 18 (Technical Requirements), will be achieved on Gold Bar Creek within the TUC without resulting in any detrimental impacts.

Confirm expected drainage from external areas, as described in section 7.3 (Design Criteria and Methodology) and section 7.4 (Proposed Stormwater Management Systems) of the Functional Plan, and how it is to be managed with the New Infrastructure compared to the Functional Plan.

Provide design information on the outlet piping and pond sizing for ponds discharging directly into the North Saskatchewan River and compare to the Functional Plan.

SR 2.7 Safety Audit Plan

Provide a safety audit plan that identifies a strategy for the following items:

- Selection of the safety auditor and schedule for execution of the safety audits;
- The process for review of the results of the safety audits; and
- A process for implementation of changes, identified by the safety auditor.

SR 2.8 Construction Management Plan

Provide a construction management plan that contains the following information related to the Proponent's proposed construction:

SR 2.8.1 *Municipal and Railway Issues*

Identify the Proponent's overall strategy for liaison with local authorities and railway companies during the Construction Period. Include all items that are anticipated to arise during construction, including but not limited to:

- Haul roads;
- Detour roads;
- Shooflies;
- Access roads;
- Noise during construction;
- Dates of construction;
- Hours of construction activities;
- Dust during construction;
- Temporary drainage arrangements;
- Construction access;
- Over-dimensional loads into the site;
- Overweight loads into the site;
- Weed/vegetation control during construction, within the TUC; and

- Closure of existing roads.

SR 2.8.2 *Construction Staging*

Describe in detail the approach to construction staging and how the staging ties into the proposed construction schedule. Issues to be addressed include, but are not limited to, the following:

- The construction staging for the delivery of the New Infrastructure with specific reference to segments (including Service Roads as defined in the DBFO Agreement) to be opened to traffic in advance of Traffic Availability;
- The construction staging for the delivery of the North Saskatchewan River crossing;
- The construction staging for the delivery of grade separations at railway locations;
- The construction staging for the delivery of the highway segments to be tied into existing infrastructure;
- The construction staging for delivery of the Baseline Road interchange, Sherwood Park Freeway interchange and Petroleum Way flyover;
- The construction staging for the delivery of the Sherwood Drive interchange and Broadmoor Boulevard interchanges;
- The construction staging for the delivery of the highway segments to be tied into infrastructure yet to be built; and
- The strategy for construction, operation and removal of temporary detours and shooflies.

SR 2.8.3 *Coordination with Other Projects*

Identify the strategy for coordination with the construction of other projects, at either terminus and other intersecting or adjacent roadways of the New Infrastructure. Details shall include but not be limited to:

- A time schedule and anticipated coordination with other contractors in the area;
- A traffic accommodation strategy and anticipated coordination with the other contractors in the area, identifying the required access arrangements to all areas of the New Infrastructure; and
- Maps showing the traffic accommodation routes for the duration of construction.

SR 2.8.4 *Stakeholder Issues*

Identify the Proponent's strategy for issues that arise with all relevant stakeholders during construction, specifically but not limited to:

- Site security, including all off-road vehicles and **unsafe situations for children**;
- Access to private parcels;
- Borrow pit arrangements;

- Crossing of equipment and material across existing roadways and railways;
- Potential impacts to railway operations, including train scheduling, slow orders, flagging requirements, and temporary clearance box requirements;
- All major haul road routes and the arrangements for them; and
- Construction complaints.

SR 2.8.5 *Transportation and Utility Corridor Issues*

Identify the Proponent's strategy and process for administration of issues in the TUC. Include in the strategy details regarding the communication of information among the Successful Proponent, the Department, Alberta Infrastructure, and affected utility companies.

The strategy is to include, but not be limited to, the following:

- A process for approval of new utilities and municipal services prior to and during the Construction Period;
- An approach to accommodation of existing utilities and municipal services during the Construction Period;
- The communication strategy with the affected utility companies, agencies, and municipalities during the Construction Period; and
- The communication strategy with the affected utility companies, agencies, and municipalities during the Operating Period.

Proponents are to include:

- A listing of existing utilities and municipal services and identification of which ones will require action related to design and construction of the New Infrastructure;
- Identification of utilities or municipal services having significant requirements for regulatory approvals and consultation with key stakeholders;
- Typical sections showing minimum clearance for above and below ground utilities;
- Definition of an approach for handling new utility requirements on, under or above lands to which rights have been granted to utility companies; and
- Demonstration of an understanding of the unique TUC administration requirements related to utilities.

SR 2.8.6 *Third-Party Claims*

Identify the Proponent's strategy for the management and process of all claims, including claims from subcontractors, consultants, subconsultants and other internal parties, for the Construction Period and the Operating Period. Provide separate discussion on the administration of small damage claims made by the

public. Clearly separate strategies for the administration of minor claims from those for the administration of larger claims.

SR 2.8.7 *Incident Management*

Identify the Proponent’s strategy for management and administration of the following during the Construction Period:

- Construction zone accidents and traffic management;
- Fire calls within the construction zones; and
- Incident management within the construction zones.

SR 2.8.8 *Construction Quality*

Identify the Proponent’s strategy in the following areas:

- Overall construction inspection and documentation;
- Ensuring that the most currently reviewed version of “issued for construction” design drawings and documentation are provided to the construction team and are accessible to the Department’s representatives at the applicable work site; and
- Differentiating between quality control and quality assurance.

SR 2.8.9 *As-Built Construction Reports*

Identify the Proponent’s strategy for obtaining and recording as-built information and final details and providing as-built construction reports to the Department.

SR 2.9 *Operation and Maintenance Plan*

Provide an operation and maintenance plan that addresses all the work required to be performed to satisfy the Proponent’s obligation to operate, maintain and rehabilitate the New Infrastructure throughout the Operating Period, to operate and maintain the Existing Infrastructure throughout both the Construction Period and the Operating Period, to be responsible for certain operation and maintenance of certain portions of current roads that are required to remain in-service during the Construction Period (the “**In-Service Roads**”). The plans should reflect the requirements set out below.

SR 2.9.1 *Inspections*

Include a schedule and basic definitions and scope for the inspections. The plan is to include, but not be limited to:

- How the Technical Requirements for inspections and monitoring will be achieved;
- What basic information will be provided; and

- How and when this inspection information will be reported for the purpose of advising on issues relating to the general safety of the DBFO.

SR 2.9.2 *Roadway Maintenance*

Address, at a minimum, each of the following issues relevant to the overall operation and maintenance:

2.9.2.1 Overall Maintenance Strategy

Address the following items:

- The strategy for providing maintenance during the Construction Period, in accordance with section 200.3.10 of Schedule 18 (Technical Requirements) to the DBFO Agreement, on roadways open to traffic and how these activities will be delivered;
- The key activities of the maintenance program during the Operating Period and how these activities will be delivered;
- Details of the Successful Proponent's plan for monitoring the Infrastructure for hazards and physical condition in general;
- Core staffing and shift arrangements envisioned during summer operations;
- Vehicles and equipment for the summer maintenance program;
- Communications systems to be employed by the Successful Proponent to call in staff and coordinate operations between the supervisor and contractors and operators;
- A schedule and strategy for roadway and bridge surface sweeping and/or cleaning including, without limitation, spring sweeping and cleaning;
- A plan to ensure full operational reliability of all traffic signals, include timely maintenance of signals, and a strategy with respect to coordination of signals with local authorities;
- A plan for the delivery of a reliable lighting system for, and as part of, the New Infrastructure that addresses strategies of repair and maintenance of lighting infrastructure and repair due to accidents, and planned arrangements in regard to procurement of electrical energy for overhead lighting and electrical signals of all types;
- The Successful Proponent's strategy for maintenance of lighting and signalization poles to meet the Technical Requirements;
- A plan to address operations and maintenance requirements for temporary railway infrastructure constructed for the Project. It may be determined that this responsibility rests with the railway companies however the Successful Proponent must verify this to be the case; and
- A plan outlining the warranty inspection criteria for the permanent railway infrastructure constructed for the Project as required by the railway companies.

2.9.2.2 Scheduled or Periodic Maintenance

Provide a description of the scheduled or periodic maintenance work to be carried out in the following areas:

- A process to identify, schedule, and undertake periodic maintenance activities;
- A comprehensive list of periodic maintenance activities planned to be undertaken during the Construction Period and the Operating Period;
- A process for communication of the periodic maintenance activity schedule with the Department;
- A preventative maintenance plan to ensure that reliable and maintained lighting and signal systems are in service for the Infrastructure;
- A plan to ensure that signs are clean and visible to meet the Technical Requirements, including but not limited to:
 - Straightening and cleaning of signs;
 - Sign repair and base repair;
 - Sign replacement as required;
 - Repair/replacement of signs after accident damage; and
 - Repair/replacement of lighting facilities for illuminated signs;
- Identification of strategies for the storm water drainage system elements, including culverts, ditches, underground piping, and storm water management facilities; and
- Identification of strategies in the following areas:
 - Road Right of Way mowing schedules;
 - Control of noxious weeds within the Road Right of Way and related drainage system; and
 - Maintenance of the Road Right of Way and related drainage system in a clean manner to achieve an aesthetically pleasing appearance.

2.9.2.3 Bridge Structures Preventative Maintenance

Submit a bridge structures preventative maintenance program for the duration of the Operating Period that outlines what actions are to be completed and when. Note that rail-carrying structures are exempt from this requirement.

2.9.2.4 Winter Maintenance Operations

Provide a comprehensive plan for winter maintenance operations indicating, but not limited to, the following:

- Reporting winter road conditions, including reporting to the media and the Alberta Motor Association (“**AMA**”);
- Details of the winter ice control materials that will be used including how they are to be used as part of a pro-active strategy to ensure “bare pavement” conditions;
- Details of winter snow clearing and ice control equipment that will be used, including a map of proposed equipment storage locations and access routes;
- A description of the staff organization and training of staff that will be used, including supervisory staff who will supervise winter snow clearing and ice activities during and after winter storms of all kinds and types;
- Details of shift availability during the winter season;
- Details of normal response time for winter storms on and off regular shift periods;
- Details of the proactive strategy that will be put in place to prevent preferential bridge deck icing;
- A commitment to minimize response time for reaction to emergency winter storm conditions;
- Details of the availability within the winter season of winter staff and equipment, and details as to the availability of winter snow and ice control equipment and materials outside the winter season;
- Details of the method or methods of communication that will be available to staff;
- Details of the communication links between snow and ice control equipment, supervisory staff, other key personnel, and emergency agencies; and
- A policy for administration of optional Department Road Weather Information System (“**RWIS**”) station information, Fixed Automated Spray Technology (“**FAST**”) infrastructure and their utilization for winter maintenance activities

2.9.2.5 Emergency Response

Present a complete emergency response plan that details the manner and timing of reaction to emergencies to ensure public safety and the protection of property. The following items should be addressed:

- An activation process for mobilizing crews on short notice in the event of emergencies such as traffic accidents, flooding, dangerous goods spills and road surface failures;
- A contingency plan in the event that primary staff cannot be reached;
- Training to be given staff with respect to emergency response and procedures;
- Communication strategies with the Department, the public, the media, local authorities, utility companies, railway companies, police, and fire department;
- An administrative process for making all reasonable first efforts for collection of costs from accidents from the responsible party;

- A strategy in regard to practices and procedures for prompt replacement and repair of Infrastructure due to accidents;
- A strategy with respect to administration of fire calls from local fire departments; and
- A strategy with respect to the practice and administration of debris removal and abandoned vehicles.

SR 2.10 Infrastructure Wholelife Management Plan

Provide an infrastructure wholelife management plan that addresses all the work required to be performed to satisfy the Successful Proponent's obligations, duties and responsibilities for the New O&M.

Identify the overall strategies of the Successful Proponent to meet its DBFO Agreement obligations, including the Technical Requirements for each infrastructure element, with a detailed schedule for all major infrastructure elements, including the following:

SR 2.10.1 Bridge Structures Rehabilitation

Submit a bridge structures rehabilitation plan (encompassing the full life-cycle of the bridge structures, i.e., beyond the Operating Period) based on realistic and technically sound information that outlines the type and approximate timing of actions and interventions for bridge components expected to have a maintenance free service life of no less than 75 years. The plan should describe the criteria or testing used for determining the timing of the proposed rehabilitation actions and for verifying that the Technical Requirements are met. Note that rail-carrying structures are exempt from this requirement.

SR 2.10.2 Pavement Rehabilitation

Submit a pavement rehabilitation plan for the duration of the Operating Period that addresses the measurement of pavement condition and the criteria for planning and implementing any rehabilitation measures.

SR 2.10.3 Rehabilitation Work Plan

Provide a rehabilitation work plan including, but not limited to, the following:

- An approach for scheduling and organizing upcoming work activities;
- A communication plan to distribute upcoming work activities and schedules with local authorities and the Department; and
- A process for coordination of work schedules with other parties that may also be affected by the work, which other parties may include the following:
 - the Department;
 - Local authorities;
 - Adjacent land owners;

- Railway companies; and
- Utility companies.

SR 2.11 Traffic Management Plan

Provide a traffic management plan that describes in detail the Proponent's approach to:

- Providing safe and efficient passage of the travelling public throughout the Infrastructure during the construction phase to the extent the roadway is open to public traffic; and
- Ongoing traffic management on the Infrastructure throughout the Construction Period and the Operating Period.

Areas to be addressed by the Proponent include, but are not limited to, the following:

- The traffic management component of the plan shall describe the Successful Proponent's approach to providing safe and continuous access through or along the Infrastructure and shall detail the Successful Proponent's plans for accommodating traffic (with particular emphasis on peak traffic hours) as it relates to construction staging at key conflict locations including but not limited to interchange, flyover and railway grade separation locations.
- The traffic management plan shall also identify the traffic levels proposed to be maintained during construction in conformance with the proposed construction staging and to indicate locations and duration.

SR 2.11.1 Traffic Management Plan for Infrastructure Improvements

Identify the Successful Proponent's strategy with respect to infrastructure capital improvements and the process for identification and implementation necessary to improve overall traffic management. This strategy is to include:

- Access management;
- Adjustment to traffic signals;
- Minor intersection improvements;
- Lane marking and painting;
- Signing improvements and instructions to drivers;
- Taper and ramp improvements;
- Signal coordination with local authorities;
- Temporary signalized at-grade intersections during the Construction Period (if any); and
- Temporary signal control for local police and emergency service agencies.

SR 2.11.2 *Coordination with Police and Other Emergency Agencies*

It is important that communications and resources are “in-place” to promptly respond to emergency situations that arise. Indicate the Successful Proponent’s strategy in the following areas of emergency response:

- Communication processes within the Successful Proponent’s organization;
- Communication processes with police and other emergency agencies;
- Coordination of public communications plans with police and local authorities in emergency situations;
- Provision of detour signs and emergency site signing (to accommodate emergency traffic accommodation); and
- The notice procedure to the Department.

SR 2.11.3 *Hazardous Goods Spills, Incident Management, and Accidents*

Identify the strategy for management and administration of sites/incidents and accidents involving dangerous goods and hazardous goods. Specific items to cover are:

- The strategy for the preservation of public safety;
- The initial assessment and reaction strategy;
- Communication strategies; and
- Dangerous and hazardous goods training for employees and subcontracting staff.

Provide a plan indicating how the Successful Proponent’s incident management is to be conducted, including who is functionally responsible for incident management situations and what the basic procedures are.

SR 2.11.4 *Accommodation of Over-Dimensional and Over-Weight Loading*

Provide a methodology to accommodate and manage over-dimensional and over-weight vehicles that come onto the Infrastructure.

Provide a methodology for the adjustment (rotate and restore) of traffic signal systems and/or signs to accommodate over-dimension loads on Whitemud Drive west of Anthony Henday Drive, on Yellowhead Trail east of Sherwood Drive, and on Anthony Henday Drive south of Whitemud Drive.

SR 2.12 Quality Management System

SR 2.12.1 Introduction

The Successful Proponent shall develop a Quality Management System (“QMS”), satisfying the Technical Requirements, and that is consistent with all of the requirements of the ISO 9001 (and subsequent revisions) that covers all activities, products and services related to the DBFO prior to the execution of those activities, products and services. The QMS shall address all stages of the DBFO, specifically:

- Design;
- Construction;
- Operations;
- Maintenance; and
- Rehabilitation.

The QMS shall provide guidance to ensure compliance with the DBFO Agreement, including the Technical Requirements as well as compliance with the intent of the Technical Requirements. The Successful Proponent is required to monitor, update and manage their QMS on an ongoing basis.

SR 2.12.2 Scope

The Proponent shall provide in its SR Package 2 a description of the QMS for each phase of the DBFO (design, construction and operations, including maintenance/rehabilitation) and demonstrate a clear understanding and commitment by the Successful Proponent to follow the ISO 9001 (and subsequent revisions) QMS standard for this DBFO. The Proponent’s QMS shall include names, qualifications and relevant prior experience for the proposed project quality manager, design quality manager and construction quality manager. The Proponent’s QMS shall also include, without limitation, procedures to achieve the following:

- Designate quality managers for design, construction, and the overall project;
- Ensure documentation and drawings are consistent with the Department’s expectations;
- Produce design documents and drawings with required internal reviews and checks;
- Produce record drawings with required authentication;
- Perform materials testing and fabrication inspection; and
- Notify the Department of upcoming concrete pours.

Quality Manual

The Successful Proponent shall establish and maintain a quality manual that satisfies the Technical

Requirements and includes:

- The scope of the QMS, including details of and justification for any exclusions;
- The documented procedures established for the QMS, or reference to them; and
- A description of the interaction between the processes of the QMS.

Documented Procedures

The Proponent shall illustrate in its SR Package 2 an understanding and strategy for the following detailed documented procedures that will be implemented by the Successful Proponent to address the following elements of ISO 9001:

- Control of Documents (element 4.2.3)

The Successful Proponent will define the documentation, including the relevant records, needed to establish, implement and maintain the QMS and to support an effective and efficient operation of the proposed processes.

- Customer Related Processes (element 7.2)

The Successful Proponent will have a controlled process in place to determine and review the requirements related to the service/product rendered. The review will be conducted prior to the Successful Proponent's commitment to supply the product/service (e.g. submission of tenders, acceptance of contracts or orders, acceptance of changes to contracts or orders) and will ensure that service/product requirements are defined and that the Successful Proponent has the ability to meet defined requirements.

- Design and Development (element 7.3)

The Successful Proponent will define, implement and maintain the necessary design and development processes to respond effectively and efficiently to the needs and expectations of its clients and other interested parties. The following requirements should be identified and their records maintained:

- Design and development planning – the Successful Proponent will determine the design and development stages and the roles, responsibilities, and authorities of the design team through all phases of the DBFO.
- Design and development input – all input requirements such as functional and performance requirements, applicable statutory and regulatory requirements, and other requirements essential for the design and development are reviewed for adequacy.
- Design and development outputs – the outputs of the design and development will be provided in a form that enables verification against the input requirements (contain or reference product/service acceptance criteria) and will be approved prior to release.

- Design and development review – at suitable stages, systematic reviews of the design and development will be performed to evaluate the ability of the results to meet requirements and to identify any problems and propose necessary actions.
- Design and development verification – to ensure that the output meets the input requirements.
- Design and development validation – to ensure that the resulting product/service is capable of meeting the requirements for the specified application or intended use, where known.
- Control of design and development changes – the changes will be reviewed, verified, and validated, as appropriate, and approved prior to implementation. The effect of changes on product/services already delivered will also be evaluated.

■ Purchasing (element 7.4)

The Successful Proponent will ensure that purchased product/services conform to specified requirements. The Successful Proponent will evaluate and select suppliers based on their ability to supply product/services in accordance with the Successful Proponent's requirements. The Successful Proponent will ensure that purchased product/service are inspected and meet specified purchase requirements.

■ Internal Audit (element 8.2.2)

The Successful Proponent will ensure the establishment of an effective and efficient internal audit process to assess the strengths and weaknesses of the QMS in order to ensure its effective implementation and maintenance. The approach to QMS auditing will include auditor qualifications, audit scope, audit methods, and audit frequency (each element to be audited at least once per year).

■ Monitoring and Measurement of Product (element 8.2.4)

The Successful Proponent will monitor and measure the characteristics of the product/service to verify that product/service requirements have been met. This will be carried out at appropriate stages of the DBFO. Final inspection to confirm that verification and validation activities have been completed and accepted is a requirement. Evidence of conformity with the acceptance criteria (identifying the person authorizing the release of the product/service) shall be maintained.

■ Control of Non-conforming Product (element 8.3)

The Successful Proponent will identify the process by which all types of quality system non-conformances are treated. The process must include how it will address the concerns in a responsible and timely manner. Any product/service that does not conform to specifications is identified and controlled to prevent its unintended use or delivery.

■ Corrective Action (element 8.5.2)

The Successful Proponent will take action to eliminate the cause of non-conformances in order to prevent recurrence. The Successful Proponent should incorporate root-cause analysis, as appropriate, into the corrective action process.

- Preventative Action (element 8.5.3)

The Successful Proponent will take action to eliminate the cause of potential non-conformances in order to prevent their occurrence.

Prior to undertaking any construction, the Successful Proponent shall augment the above information with the following:

- Detailed quality system procedures addressing all the remaining elements of ISO 9001; and
- Quality plans for all components of the DBFO including but not limited to: development, design, construction, operation, management, maintenance, rehabilitation, traffic management, public communications, environmental management, and so forth, following ISO 9001.

The Successful Proponent's QMS shall include the following provisions:

- If required, revise the quality manual and/or procedures within seven calendar days of receipt of notice of non-compliance from the Department; and
- Operate the quality system in accordance with the quality manual and detailed procedures.

SR 2.13 Environmental Management System

SR 2.13.1 Introduction

The Successful Proponent shall develop an Environmental Management System ("EMS") which is consistent with all of the requirements of the ISO 14001 and that addresses all activities, products and services related to the DBFO prior to the execution of these activities, products and services. The EMS shall address all stages of the DBFO, specifically:

- Design;
- Construction;
- Operation;
- Maintenance; and
- Rehabilitation.

The EMS shall provide documentation to ensure compliance with the applicable environmental federal, provincial and municipal approvals and legislation, and the DBFO Agreement, including the Technical Requirements as well as compliance with the intent of the Technical Requirements. The Successful Proponent is required to monitor, update, and manage its EMS throughout the Construction Period and the Operating Period. The EMS shall include:

- Environmental Construction Operations ("ECO") Plan(s) consistent with *Environmental Construction Operations (ECO) Plan Framework - Alberta Transportation/The City Of Edmonton/The City Of Calgary* - 2011 Edition; and

- A road salt management plan consistent with the *Environment Canada – Code of Practice for the Environmental Management of Road Salts* (2004).

SR 2.13.2 *Environment Management System*

The Proponent shall provide in its SR Package 2 a commitment by the Successful Proponent to follow, and be fully compliant with, ISO 14001 for all phases of the DBFO throughout the Construction Period and the Operating Period.

Documented Procedures

The Proponent shall provide in its SR Package 2 the following detailed documented procedures, for the construction and O&M phases of the DBFO, which will form the basis of the EMS to be implemented by the Successful Proponent:

- Copies of the Successful Proponent's corporate environmental policy or policies (ISO 14001- 4.2);
- A description of the procedure that identifies environmental aspects for the construction and O&M phases and determines which of those aspects have or can have significant impacts on the environment. Identification of the environmental aspects for those activities in SR2.13.3 (Environmental Procedures and/or Mitigative Measures) (ISO 14001- 4.3.1);
- List of all environmental regulatory requirements that pertain to the construction and O&M phases (ISO 14001- 4.3.2);
- Statement of goals, objectives and/or targets of the EMS that are consistent with the environmental procedures identified in SR 2.13.3 (ISO 14001- 4.3.3);
- Description of the roles, responsibilities, and authorities of the Successful Proponent's environmental team for the construction and O&M phases. This includes a clear description and illustration of the organizational and administrative framework to be employed in the implementation and execution of the EMS. The framework must demonstrate an effective functional relationship with other components of the Proponent's organization, with regulatory agencies, and with independent environmental monitors and/or auditors (ISO 14001- 4.4.1);
- A firm commitment that ensures that any person(s) performing tasks for the Successful Proponent or on its behalf that have the potential to cause environmental impacts are competent on the basis of appropriate education, training or experience, together with demonstration of an intent to retain these records (ISO 14001- 4.4.2);
- Description of a communications plan that includes internal communications processes and a process for receiving, documenting, and responding to external stakeholders (ISO 14001 - 4.4.3);
- Description of the kinds of documentation to be included in the EMS and how the documents will be controlled (ISO 14001- 4.4.4/4.4.5);
- Listing of the operational controls that the Successful Proponent will have in place for the Construction Period and the Operating Period. These operational controls are to include an ECO

Plan(s), a road salt management plan, and those that address the Environmental Procedures as identified in SR 2.13.3 (ISO 14001- 4.4.6);

- Description of the main components of the emergency preparedness and response plan that meets the requirements for an EMS (ISO 14001- 4.4.7);
- A detailed description of the approach for monitoring the key characteristics of the Project and the O&M that can have a significant environmental impact and how the Successful Proponent proposes to communicate these results with the Department and the regulatory authorities (ISO 14001 - 4.5.1);
- A detailed description of the approach to the evaluation of compliance with environmental legislation (ISO 14001- 4.5.2);
- A detailed description of the actions required to properly mitigate any potential effects of DBFO activities on the environment (ISO 14001- 4.5.3);
- A commitment to establish and maintain environmental records to demonstrate conformity to ISO 14001- 4.5.4;
- The approach to the internal audit (ISO 14001- 4.5.5); this would include auditor qualifications, audit scope, audit objectives and audit scheduling;
- Identify the process by which all types of environmental non-conformances will be treated. The process must include how it will address the concerns in a responsible and timely manner (ISO 14001- 4.5.3);
- A description of the Successful Proponent's approach to management review with respect to the EMS through all phases of the DBFO (ISO 14001- 4.6).

SR 2.13.3 *Environmental Procedures and/or Mitigative Measures*

The Proponent shall provide in its SR Package 2 a commitment to develop, implement, and maintain environmental procedures in all areas where the following activities are required:

- Compliance with environmental regulatory requirements;
- Topsoil handling and conservation including storage and replacement, and rutting and compaction prevention;
- Dust control;
- Noise management during construction;
- Historical resources;
- Temporary and permanent erosion and sediment control measures;
- Wildlife management strategies;
- Vegetation clearing, establishment and management (including weed control); and

- Project watercourse crossing sites, including instream activities.

The Proponent shall also provide in its SR Package 2 a commitment to develop, implement, and maintain an ECO Plan(s) for the Project as part of the Proponent's EMS. The ECO Plan(s) shall be consistent with all the requirements of the *Environmental Construction Operations (ECO) Plan Framework - Alberta Transportation/The City Of Edmonton/The City Of Calgary - 2011 Edition*.

The Proponent shall provide in its SR Package 2, as part of the Proponent's EMS, a commitment to develop, implement and maintain the following environmental plans as part of the Proponent's EMS:

- A spill management plan;
- A road salt management plan consistent with the *Environment Canada – Code Of Practice for the Environmental Management of Road Salts* (2004); and
- An animal-vehicle collision monitoring plan.

SR 2.14 Safety Plan

Provide an outline of a Safety Plan, which details the Successful Proponent's policies, safety plans, Certification of Recognition ("COR") approach, subcontractor and consultants training program policy, and the work site control plan, to ensure the health and safety of personnel involved in the Project and the O&M and the public. The plan is to address the following areas:

SR 2.14.1 Corporate Policy and Procedures

Describe corporate strategy for safety, including safety policy and the fundamental philosophy for safety management.

SR 2.14.2 Work Zone Management Strategy

Outline the overall corporate strategy for work zone safety, including guiding principles and standards or work zone plans that are planned to be used. Provide a generic safe work procedures system or minimum standards for procedures yet to be developed.

SR 2.14.3 Investigation and Reporting Strategy

Provide processes for the following safety components:

- An accident reporting and investigation process as defined in the *Occupational Health and Safety Act* (Alberta);
- The system for reporting of accidents to the Department;
- A policy for work place health and safety meetings and inspections;
- Health and safety committee provisions; and
- The system for reporting accident summaries as shown below:
 - Monthly;

- Calendar summary, compiled on December 31 of each year; and
- The Department fiscal year summary, compiled on March 31 of each year.

SR 2.14.4 *Training of Employees and Subcontractors*

Provide information with respect to the following items:

- Employee training for job-specific methods and specific equipment instructions;
- The Successful Proponent's strategy for subcontractor safety accreditation and COR status;
- Procedures in place for responding to violations identified by Occupational Health and Safety and by The Workers' Compensation Board;
- Equipment preventative maintenance training and equipment operation training to staff;
- Training systems to certify traffic control persons; and
- Integration of safety plan with other stakeholders' safety plans such as those of utility companies and railway companies.

SR 2.15 Public Communications Strategies

Provide public communications strategies that develop and implement a comprehensive public communications plan, particularly media relations, spanning the time from the identification of the Preferred Proponent to the end of the Operating Period. The public communications strategies are to address at a minimum the following:

- Management and staffing: names of key persons, their qualifications, and time committed to the public communications function;
- The type of information (including but not limited to construction schedule and materials, innovations, construction issues, environmental issues, traffic accommodation, and maintenance and rehabilitation information) and level of detail in information to be exchanged between the Successful Proponent and the public (including but not limited to maintenance of a high level of communication by the Successful Proponent among media, local authorities, emergency agencies, adjacent landowners, local community, interest groups, and other interested stakeholder agencies and environmental stakeholder groups) during all phases of the DBFO, and the communications tools (examples include 1-800 information line, website, newsletters, construction update open houses, site signs) that will be used to achieve this including the identification of personnel who will be involved;
- The relationship of the public information and consultation process for environmental management and planning to the overall communication plan for the DBFO;
- Involvement with stakeholder groups with particular reference to environmental, local community, and general construction impact issues;

- Maintenance of a high level of communication by the Successful Proponent among media, local authorities, emergency agencies, adjacent landowners, interest groups, and other interested stakeholder agencies;
- Public relations guidelines for the staff of the Successful Proponent and agents for communication with the public;
- Maintenance of communication records for submission to the Department;
- Assistance and support for responding to questions from the public to the Department; and
- Other methods of dispensing information to and interacting with the public.

SR 2.16 Collaboration Strategy

Provide a collaboration strategy that details the Proponent's overall strategy for collaborating with the Department. This strategy is to include, but not be limited to, the following items:

- The Proponent's understanding of the benefits that such collaborating will bring to the DBFO;
- The extent of the Proponent's commitment to such collaborating;
- The steps needed to implement such collaborating;
- The extent to which the various parties, such as members of the Proponent, any specialist advisors, relevant authorities, and municipalities are to be involved;
- A commitment that the Proponent will be responsible for the costs of collaborating in accordance with the DBFO Agreement; and
- A strategy to continue collaborating at the field supervisor's level for the Construction Period and the Operating Period.

The Successful Proponent shall be responsible for the costs of the venue (to be in the municipality in which the Project is located unless otherwise agreed to in advance by the Department) for any proposed collaborating sessions, for the costs of facilitation, and for the costs of its own attendees. The Department will attend at no cost to the Successful Proponent.

The adoption of this collaborating approach will not change the legal relationship of the parties nor relieve any party from its obligations under the DBFO Agreement.

SR 2.17 Project Schedule

Provide the overview and simplified schedule described in SR 2.17.1 below and the comprehensive information and detailed schedule described in SR 2.17.2 below.

SR 2.17.1 General Approach to Implementing the Project

Provide an overview, accompanied by a simplified time schedule, of the Proponent's proposed approach for implementing the DBFO from the date of execution of the DBFO Agreement through the

Construction Period and the Operating Period. Describe in that overview the Proponent's plan to integrate its activities with consultant and subcontracted activities into scheduling and reporting systems for all phases of the DBFO. Include a description of how the Successful Proponent will approach re-scheduling if required to achieve recovery of the Project schedule, including coordination (and, if necessary, enforcement) with consultants and subcontractors.

SR 2.17.2 *Detailed Schedule*

Provide a comprehensive description, accompanied by a detailed time schedule, of the Proponent's proposed approach for achieving Traffic Availability by the Traffic Availability Target Date and for opening the Service Roads by the dates required by the Project Requirements. The comprehensive description should identify and concisely describe the major activities, key tasks and milestones to be undertaken in connection with the DBFO from the date of execution of the DBFO Agreement through the Construction Period and the Operating Period.

For the Construction Period, provide a preliminary design and plan submission schedule that identifies all key tasks and milestones related to the major design components, and address any related studies, investigations, surveys, consultation with key stakeholders, public communication tasks, and environmental and other approvals and permits to be obtained during the Construction Period. In anticipation that the Department may have comments on the Successful Proponent's submissions, the preliminary design and plan submission schedule should reflect that more than one submission and review cycle will likely be required for each design package. The preliminary design and plan submission schedule should also illustrate that the design and plan submissions are reasonably spread over the entire design period and that the preliminary schedule is reasonable to achieve.

Show all key milestones related to the construction and staging of the New Infrastructure, including separate descriptions for at least the following:

- Roadway construction;
- Interchanges, including grade separations;
- Flyovers;
- Utilities (e.g., relocation and protection);
- Railway crossings and any staging infrastructure such as railway detours, including critical dates for obtaining agreements between the Successful Proponent and the railway companies during the design and construction phases;
- River and water-course crossings;
- Major stormwater features, including major pipes and ponds; and
- Other significant structures.

Also identify timelines for design reviews by the Department, utility companies, railway companies, affected municipalities, and other stakeholders.

For the Operating Period, specifically address inspection, maintenance and rehabilitation, and any anticipated environmental and public communication requirements.

SR 2.18 North Saskatchewan River Crossing (for feedback and information only)

The Proponents shall provide information for preliminary review by the Department and by the Federal Department of Fisheries and Oceans (“**DFO**”) and Transport Canada in order to provide timely feedback regarding the Fisheries Act Authorizations and Navigable Waters Act Approvals that the Contractor must obtain after execution of the DBFO Agreement. Any information related to the North Saskatchewan River bridges as required in SR2.1 to SR2.17 shall be submitted under the applicable headings for evaluation by the Department. The SR2.18 submissions will not be evaluated as pass/fail; however, DFO and Transport Canada have agreed to provide feedback on the Proponents submissions. Proponents are encouraged to follow the instructions and requirements in SR 2.18.1 and SR 2.18.2 in order to facilitate DFO’s and Transport Canada’s review of the submissions..

In addition to the provision of bridge information in accordance with the requirements set forth under SR 2.5 (Bridge Structures Design Report) of this Appendix 1, the Proponents shall provide information on the North Saskatchewan River crossing as follows:

2.18.1 Navigable Waters Protection Program (“NWPP”)

The Proponents shall provide a strategy for obtaining Federal regulatory approval under the *Navigable Waters Protection Act* (Canada). The strategy shall address the design and construction of twin river bridges, a navigational safety plan and a communications plan.

2.18.1.1 Design and Construction Plan

The Proponents shall provide a design and construction plan including the following information:

1. A navigation drawing for the proposed bridges identifying, as a minimum, the following information:
 - An engineering plan, profile, and cross section drawings of the proposed structures. Details shall include grade line, pier locations, and span arrangement;
 - The ordinary high water mark (“**OHWM**”) and the associated discharge;
 - The 1:2 year return discharge (Q_2) and the associated water level;
 - The design discharge and the associated water level;
 - The minimum vertical clearance from the Q_2 water level; and
 - Thalweg location on plan view.
2. A construction plan for duration of the instream bridge construction period including drawings and, as a minimum, the following information:
 - Sequencing and timing of the instream works including cross sections of any proposed isolation work;
 - Methodologies and materials to be employed during the construction of instream works; and

- Methodologies and materials to be employed for restoration of the bed and banks to the preconstruction state.

2.18.1.2 Navigational Safety Plan

The Proponents shall provide a navigational safety plan including written procedures and drawings illustrating the safety features to be implemented to protect navigation during both the instream bridge construction period and the Operating Period. The navigational safety plan shall include, at a minimum, details and strategies consistent with all of the following requirements without limitation:

1. The Contractor is required to maintain safe passage of navigation through that portion of the North Saskatchewan River that is subject to the Conditions of the Approval as set out in the approval under the *Navigable Waters Protection Act* (Canada).
2. Clearly illustrate the portions of the North Saskatchewan River that are to remain open for navigation throughout the different phases of construction. These drawings shall also identify the safety features to be implemented to protect both upstream and downstream navigation during the Construction Period and the Operating Period.
3. The Contractor shall not permit any tools, equipment, vehicles, temporary structures or parts thereof used or maintained for the purpose of building or placing the bridge structures in the water to remain after the completion of the instream bridge construction period.
4. Where the work or a portion of the work is being constructed or maintained in the water that causes material to be placed or debris to accumulate on the bed or on the surface of the water, the Contractor shall remove all debris or other materials (e.g. rock used for berm protection).
5. The Contractor shall conduct pre- and post-construction surveys of the bed in order to verify that the streambed has been restored and that post-construction streambed profiles do not create additional navigational hazards when compared to the pre-existing condition.
6. During the instream construction period the Contractor shall ensure that warnings signs are placed adjacent to the work site and shall meet the following criteria:
 - Signs shall be located in a visible location 250 m upstream and 250 m downstream of the bridge structures until completion of the instream bridge construction period.
 - Signs measuring 4' x 8' shall include the message "CAUTION BRIDGE CONSTRUCTION AHEAD" and shall be oriented to warn approaching river traffic of the construction site.
 - Lettering shall be Arial font and letter sizing shall be as large as possible to fit on the sign panel.
 - Black lettering shall be displayed on a reflective yellow background with sheeting meeting ASTM D4956 Type III or IV retro-reflectivity requirements.
 - Signs shall be maintained in the proper location and kept clear of debris throughout all periods of open water.
7. Identify the potential for any required coordination with other projects where navigational conflicts may occur during the instream bridge construction period. Details include identification

of other contractors in the area and maps showing the adjacent works sites in relation to the river crossing construction site.

8. Identify the strategy to address issues that arise with stakeholders during the instream bridge construction period including, but not limited to, site security and public complaints. Any complaints received from boating public shall be forwarded to the NWPP.
9. Include the scope and schedule/frequency for inspecting and reporting on all components of the navigational safety plan during the instream bridge construction period. This includes the types of information to be collected and method and timing that the inspection information will be reported to the Department.
10. During the Operating Period the Contractor is required to remove any debris accumulated on piers that may cause a hazard to navigational safety.
11. The Contractor shall notify both Transport Canada - NWPP and the Department in writing 14 Business Days prior to the commencement of any instream works.
12. It is expected that the navigational safety plan will become a condition of the NWPA Approval. Any proposed changes to the plan will require review and acceptance by the Navigational Waters Protection Program prior to implementation.
13. A copy of the navigational safety plan and the approval from Transport Canada – NWPP shall be available on site at all times throughout the Construction Period.

2.18.1.3 Transport Canada – NWPP Communications Plan

Identify the Proponent's overall strategy for liaison with NWPP authorities regarding the acquisition of approval under the *Navigable Waters Protection Act* (Canada). Details of the strategy shall include, but not be limited to, the following:

- Changes to the design and construction plan and navigational safety plan subsequent to execution of the DBFO Agreement.
- Monitoring and reporting frequency of inspection activities during instream construction.
- Coordination with other regulatory agencies including any in-water compensation as required under the provisions of the *Fisheries Act* (Canada).
- Contact information for the primary and secondary contacts including name, address, phone number, and email address.

2.18.1.4 Transport Canada Application Requirements

Transport Canada has indicated that to facilitate the NWPP approval process, the Successful Proponent's application for approval shall:

- Be complete at the time of submission to NWPP;
- Include CAD drawings in either .dwg or .dgn format;

- Include a design and construction plan which minimizes the instream construction footprint and duration as reasonably practicable;
- Consider that the preservation of navigation is not required throughout frozen conditions (i.e. winter months when the river is not navigable by boat) and therefore, items related to the navigational safety plan do not apply during this time;
- Consider that temporary bridging is permitted with sufficient horizontal and vertical clearance. If temporary bridging is part of the construction plan, a navigational drawing for the temporary bridging is required and shall illustrate that all requirements identified in SR2.18.1.1 (Design and Construction Plan) are satisfied. The navigational drawing for the temporary bridging shall also show the locations of booms and warning signs that ensure the safety of the boating public; and
- Include detailed instream habitat compensation measures, as required by the Fisheries Act Authorization, which shall be reviewed by an NWPP officer prior to issuance of the *Navigable Waters Protection Act* (Canada) (“NWPA”) Approval.

2.18.2 Department of Fisheries and Oceans

The Proponents shall provide a strategy for obtaining Federal regulatory approval under the *Fisheries Act* (Canada). The strategy shall address the design and construction of twin river bridges, the habitat compensation measures and a communications plan.

2.18.2.1 Design and Construction Plan

The Proponents shall provide a design and construction plan including the following information:

1. Drawings of the proposed bridges identifying, as a minimum, the following information:
 - Engineering plans of the proposed structures, including an elevation and plan view,
 - The ordinary high water mark (“OHWM”) and the associated discharge,
 - The design discharge and the associated water level,
 - High ice elevation and thickness, and
 - Mean monthly water levels and associated discharges on the North Saskatchewan River at the site (in table format).
2. A construction plan for the instream works including drawings and, as a minimum, the following information:
 - Schedule showing sequencing and timing of the construction of the river crossing, specifically highlighting instream works,
 - Construction methodologies and materials to be used during the construction and decommissioning of instream works,
 - Methodologies and materials to be employed for restoration of the bed and banks to the preconstruction state,
 - Mitigation techniques to be applied during construction and restoration, including but not limited to: fish entrapment within coffer dams, release of sediment during construction, and introduction of deleterious substances (e.g. hydrocarbon releases);

- Proposed frequency and method for monitoring of construction methods for impacts to fish and fish habitat, and
- Erosion and sediment control plans for each phase of construction, including reasonable foreseeable contingencies.

2.18.2.2 Fish Habitat Compensation Plan

The Contractor is responsible for the development of a Fish Habitat Compensation Plan as part of the application for authorization. The Proponent shall submit a Fish Habitat Compensation Plan including as a minimum, the following information:

- The total amount and type(s) of fish habitat impacted as a result of the design and construction,
- The proposed fish habitat compensation to address impacts to fish habitat resulting from design and construction activities,
- If applicable, drawings of the proposed compensation works including plan and elevation views and details of the works,
- A timeline indicating when the stages of the compensation would be completed, and
- Proposed monitoring and reporting mechanism and frequency/schedule of the proposed compensation works.

2.18.2.3 Fisheries and Oceans Canada Communications Plan

Identify the Proponent's overall strategy for liaison with DFO staff throughout the Project, from acquisition of authorization of habitat alteration, disruption or destruction through to monitoring of the fish habitat compensation works. Details of the strategy shall include, but not be limited to, the following:

- Changes to the design and construction plan and/or Fish Habitat Compensation Plan subsequent to execution of the DBFO Agreement;
- Monitoring and reporting frequency of inspection activities during instream construction;
- Coordination with other regulatory agencies, in particular review of any instream compensation works by the NWPP and Alberta Environment; and
- Contact information ensuring the proper name, address, phone number, and email information is provided for both a primary and a secondary contact.

2.18.2.4 Department of Fisheries and Oceans Application Requirements

DFO has indicated that to facilitate their approval process, the Successful Proponent's application (on behalf of the Province) for approval shall:

- Be complete at the time of submission to DFO;
- Include a design and construction plan which minimizes the instream construction footprint and duration as reasonably practicable;

- Consider the information contained within section 5.1.7 of the environmental assessment (being the environmental assessment defined as “**EA**” in section 200.2.13 of Schedule 18 (Technical Requirements) to the DBFO Agreement); and
- Include a Fish Habitat Compensation Plan based on the assessment of habitat alteration, disruption or destruction (“**HADD**”) of fish that is compliant with the *Species at Risk Act* (Canada) (“**SARA**”). Note that it is anticipated that lake sturgeon will be listed under SARA during the procurement and will remain so throughout the duration of the Project.

The DFO has also provided the following guidance for development of the Fish Habitat Compensation Plan:

- The conceptual fish habitat compensation plan should align with DFO’s compensation hierarchy and should be relative to the HADD of fish habitat and the fish species that are impacted by the HADD;
- Compensation concepts have been developed and presented to DFO and are as included in section 5.1.7 of the EA (as defined in section 200.2.13 of Schedule 18 (Technical Requirements) to the DBFO Agreement) and may be acceptable to the DFO as part of the application for authorization. This does not preclude the Successful Proponent from developing additional or different compensation plans for submission to DFO; and
- The proposed fish habitat compensation plan must avoid any potential adverse impacts to the recovery of the lake sturgeon population and habitat.

Envelope B

SR 2.19 Insurance

The general insurance documentation to be produced by the Proponent must meet the minimum requirements of section 11 of the DBFO Agreement and Schedule 11 (Insurance Requirements) to the DBFO Agreement.

Provide details of proposed insurance program in compliance with section 11 of the DBFO Agreement and Schedule 11 to the DBFO Agreement, which the Proponent will put in place for the DBFO. While the Proponents may choose to obtain types of insurance coverage beyond the minimum requirements of the DBFO Agreement, information for such additional insurance is not to be included in the Proponent’s submission. Required details of insurance include:

- Type of insurance including limits, endorsements and coverage terms are specified in section 11 of the DBFO Agreement and Schedule 11 to the DBFO Agreement;
- Confirmation that insurance policies will be in compliance with the *Insurance Act* (Alberta);
- Confirmation that the insurance policies will include endorsements to provide the Province with 30 days advance written notice of: (i) material change restricting coverage; or (ii) cancellation;

- A letter from the Proponent’s insurance broker confirming that the insurance requirements can be satisfied in a form acceptable to the Department and similar to Form E in Appendix 2; and
- Provisions for insurance costs should be identifiable in the Indicative Financial Model.

The Proponent’s insurance program must meet or exceed the mandatory requirements, as required under the DBFO Agreement. Identify the insurance broker or brokers for each portion of the DBFO. If the Proponent has appointed more than one insurance broker, with each broker responsible for a portion of the insurance program, each of the brokers must produce a letter meeting the above requirements. Each of these letters should clearly identify the elements of the Construction Period and the Operating Period and the relating insurance program that have been assigned to the respective broker. If more than one insurance broker has been appointed by the Proponent, with both brokers collaborating on the same portions of the DBFO Agreement, then both brokers should produce substantially the same letter.

SR 2B.o Submission Requirement Package 2B

SINCE PORTIONS OF THE PREFERRED PROPONENT’S SR PACKAGE SUBMISSIONS WILL BE INCORPORATED INTO THE DBFO AGREEMENT’S SCHEDULES, WHEN PREPARING SR PACKAGE 2B, PROPONENTS MUST USE, WHERE APPROPRIATE, THE DEFINED TERMS USED IN THE DBFO AGREEMENT, INCLUDING SCHEDULE 18.

The SR Package 2B consists of the following items to be provided by each Proponent:

- SR 2B.1 – Completed and signed Forms C1 and C2 in Appendix 2
- Envelope A
 - SR 2B.2 – Certain components of SR Package 1 as clarified
 - SR 2B.3 – SR Package 2 Envelope A as clarified
- Envelope B
 - SR 2B.4 – Insurance (including Form E) – SR Package 2 Envelope B as clarified
 - SR 2B.5 – Financial Capacity (Form D)
- Envelope C
 - SR 2B.6 – Indicative Financing Plan
 - SR 2B.7 – Indicative Financial Model

SR 2B.1 Forms C1 and C2

Declaration letters in the form of Form C1 and Form C2 in Appendix 2 from the Contact Organization and each Lead Team Member and the Project Lead (if not otherwise a Lead Team Member).

Envelope A

SR 2B.2 SR Package 1 as Clarified

Re-submit SR 1.2 (Management Plan) in SR Package 1 with clarifications and updates, if applicable, incorporated. Proponents are required to submit a clean restated version and a separate version identifying changes made to the original SR 1.2 (Management Plan) in SR Package 1 via blacklining.

SR 2B.3 SR Package 2 Envelope A as Clarified

Re-submit all components in SR Package 2 Envelope A (i.e., SR 2.2 to SR 2.18) with changes resulting from the Department’s clarification questions or required by addenda to the RFP but with **NO OTHER CHANGES** incorporated. Proponents are required to submit a clean restated version and a separate version identifying changes made to the original SR Package 2 Envelope A via blacklining.

Envelope B

SR 2B.4 Insurance

Re-submit insurance related items in SR Package 2 Envelope B with changes resulting from the Department's clarification questions or required by addenda to the RFP but with **NO OTHER CHANGES** incorporated. Proponents are required to submit a clean restated version and a separate version identifying changes made to the original insurance related items in SR Package 2 Envelope B via blacklining.

SR 2B.5 Financial Capacity

Confirm the financial capacity of the Proponents and their Team Members. To do so, the Proponent should provide a Certificate of No Material Adverse Change (Form D in Appendix 2) relative to the RFQ response for each of the Lead Team Members or Project Lead or other entities for which financial information was submitted in the Proponent's RFQ response, signed by the Chief Financial Officer or other authorized officer of each respective entity. The Department reserves the right to request further evidence of financial capacity in its sole discretion.

Envelope C

SR 2B.6 Indicative Financing Plan (for information only)

Provide the Proponent's Indicative Financing Plan for the DBFO which reflects the financing plan the Proponent currently (i.e. at the time of SR 2B submission) intends to implement for the DBFO. The Indicative Financing Plan is expected to be subject only to relatively minor changes reflecting final details of pricing and final arrangements with lenders. The Proponent should show that it has planned sufficient financing for the DBFO for the Construction Period and the Operating Period, including all design, construction, operation, maintenance, and rehabilitation, showing the timing of required funds for requirements such as operation, maintenance and rehabilitation.

Include details of the financial structure and instruments proposed. The sources of financing should match the applications of funds throughout the Construction Period and the Operating Period. Proponents are encouraged to include in their Indicative Financing Plan the following:

- A monthly or quarterly capital cost and financing plan schedule;
- Details on the ownership and financing of the DBFO through the Construction Period including the terms of each source of financing identified in the Indicative Financing Plan:
 - With respect to funding provided by the Proponent's Team Members:
 - Identity and credit status of each investor;
 - Amounts to be provided by each investor;
 - The status of the commitment of each investor;

- The timing of injection;
 - The terms and conditions of subscription, including returns or yields;
 - Dividend rights;
 - Voting rights; and
 - The conditions if any on which funds would be committed; and
- With respect to each class of debt or other funding sources (including leases), for each arranger or underwriter, in the form of a term sheet:
 - The identity of the arranger or underwriter;
 - The amount of financing proposed or committed;
 - The status of the commitment of the financing;
 - The drawdown schedule;
 - Details of grace periods, including duration and contingency;
 - Amortization, repayment or redemption schedules, maturity dates and prepayment terms (including make-whole clauses);
 - Security, insurance, bonding or guarantee requirements and costs (from either parents or third parties);
 - Arrangement/underwriting, commitment, agency and all other fees;
 - Interest rates and margins including any ratchet mechanism;
 - Derivative or other hedging strategies;
 - Terms and conditions including material covenants, undertakings and other restrictions/requirements;
 - Governance provisions;
 - Requirements for reserve accounts;
 - Events of default and other similar arrangements;
 - Step-in arrangements;
 - Indication of likely conditions precedent;
 - Indication of likely due diligence requirements; and
 - Indication of any other restrictions, requirements or conditions that may materially impact the Proponent's ability to raise financing or draw down on committed financing after closing; and
- To the extent that risk is to be managed or mitigated through subcontracting the Proponent's responsibilities to its members or others, additional financial measures that may be required from those subcontractors should be provided. This is particularly important during the Construction Period in relation to the supply of civil construction services, equipment and integration services, but may also apply during the Operating Period. Proponents should set out their subcontracting strategy for the DBFO that includes the structure of any subcontracting arrangements and summary details of

the mechanisms and/or standby arrangements that would be put in place to give comfort to the Department and lenders.

SR 2B.7 Indicative Financial Model (for information only)

Submit an Indicative Financial Model in both electronic and hard copy. The Indicative Financial Model should be supported by:

- An assumptions book; and
- An instruction manual to assist the Department in changing inputs and running sensitivities.

SR 2B.7.1 *Structure of the Indicative Financial Model*

The Indicative Financial Model should be consistent with the assumptions and be structured as follows:

- It should be well constructed and professional in appearance;
- It should be produced in Microsoft Excel 2003 or later versions;
- It should extend for the Construction Period and the Operating Period;
- It should be presented in millions of Canadian dollars with three (3) decimal places, or in thousands of Canadian dollars with no decimal places;
- No sheets or cells should be hidden or password protected;
- Calculations should flow down and to the right;
- Calculations should be sufficiently disaggregated so that they can be followed logically on screen (without examining the contents of cells) or on paper;
- Use of nested “if” statements should be limited;
- Cells containing hard-coded entry should be coloured blue;
- All sheets should be set up to print clearly and legibly on either 8½” x 11” or 11” x 17” paper;
- If the calculation is circular, circularities should be solved. If circularities are included, a description of where and why these occur should be included;
- The Financial Model start date should be January 1, 2012; and

SR 2B.7.2 *Required Inputs and Outputs*

The Indicative Financial Model should, at a minimum, have the following input and output sheets:

Inputs:

- Time-based assumptions (those that change over time);
- Static assumptions (those that do not change over time);

- Capital and operating costs assumptions;
- Taxation assumptions;
- Payment mechanism assumptions clearly identifying construction progress payments, Capital Payments, Major Rehabilitation Payments, New O&M Payments and Existing O&M Payments; and
- A scenario control sheet.

Outputs:

- Summary outputs;
- Sources and uses of funding;
- Financial statements (income statement, cash flow statement, and balance sheet) presented in accordance with Canadian generally accepted accounting principles;
- A cash flow statement that reflects the priority of access to cash based on the investor covenants and requirements set out in the Financing Plan;
- Financial ratios as required by investors as appropriate to the capital structure set out in the Financing Plan; and
- Calculation of the Weighted Average Cost of Capital clearly showing the cashflows used to calculate it.

Sensitivities:

The Indicative Financial Model should allow sensitivities to be run in the following areas by changing the contents of input cells:

- Changes in inflation rates;
- Changes to interest rates;
- Changes to capital and operating costs;
- Delays in completion;
- Level of private financing; and
- Relative weight of debt and equity.

SR 2B.7.3 *Assumptions Book*

Provide sufficient detail in an assumptions book for a duplicate Financial Model to be constructed. The assumptions book should cover the following areas:

- A summary of the Indicative Financing Plan, including a breakdown of all fees and costs of the financing;
- Capital and operating cost schedules;

- Macro-economic assumptions;
- Taxation assumptions;
- Accounting policies and depreciation rates;
- Proposal development costs; and
- All other assumptions required to construct the Indicative Financial Model.

The assumptions book should reconcile with the Indicative Financial Model. If the assumptions detailed in the assumptions book are not consistent with the assumptions in the Indicative Financial Model, the Department may require the Proponent to change the Indicative Financial Model to reflect the assumptions book.

SR 2B.7.4 Instruction Manual

The instruction manual should explain the functionality of the Indicative Financial Model and how it is structured. It should provide sufficient details to allow the Department to change inputs and run sensitivities in the areas set out in Section SR 2B.7.2 above. If macros are used in the model, the purpose of each should be clearly explained, and instructions for the use of each should be provided.

SR 3.0 Submission Requirement Package 3

SINCE PORTIONS OF THE PREFERRED PROPONENT'S SR PACKAGE SUBMISSIONS WILL BE INCORPORATED INTO THE DBFO AGREEMENT'S SCHEDULES, WHEN PREPARING SR PACKAGE 3, PROPONENTS MUST USE, WHERE APPROPRIATE, THE DEFINED TERMS USED IN THE DBFO AGREEMENT, INCLUDING SCHEDULE 18.

The SR Package 3 consists of the following items to be provided by each Proponent:

- Envelope A
 - SR 3.1 – Final Financial Model
 - SR 3.2 – Final Financing Plan
- Envelope B
 - SR 3.3 – Financial Offer (Forms G1 and G2) and Forms C3 and C4
 - SR 3.4 – Proposal Deposit (Sample Form of Letter of Credit in Form F1) and the Preferred Proponent Deposit (Sample Form of Letter of Credit in Form F2)

The SR Package 3 is submitted in two separate, sealed envelopes as described above.

Envelope A

SR 3.1 Final Financial Model (for information only)

The Submission Requirements in respect of the Final Financial Model for SR Package 3 are identical to those for the Indicative Financial Model for SR Package 2 except that:

- The Final Financial Model and its assumption book should reflect the Final Financing Plan;
- All elements of the Final Financial Model should now reflect the firm and binding Financial Offer to the Province;
- The Final Financial Model should be substantially consistent with the Financial Offer, such that the cash inflows in the model reconcile with the Capital Payments, O&M Payments and Provincial Funding on Form G1; and
- If the Final Financial Model contains scenarios, it should present the scenario that is consistent with the Financial Offer by default when the model is opened.

SR 3.2 Final Financing Plan (for information only)

The Submission Requirements in respect of the Final Financing Plan for SR Package 3 are identical to those for the Indicative Financing Plan for SR Package 2B except that:

- All elements of the Final Financing Plan should now reflect the firm and binding Financial Offer to the Province;
- A comprehensive reconciliation between the indicative and the final versions of the Financing Plan should be provided with an explanation for each change made; and
- The Final Financing Plan should be substantially consistent with the Financial Offer.

Envelope B**SR 3.3 Financial Offer**

Provide a firm and binding Financial Offer. The Proponent is to submit a Financial Offer in the form of Form G1 (Financial Offer) in Appendix 2. Provide Form G2 (Capital Payment Price Adjustment Election Form) in Appendix 2.

The Financial Offer must respect the following guidelines:

- All payments are to be stated in Canadian Dollars to the cent;
- Capital Payments are to be identical throughout the Operating Period expressed in nominal dollars; and
- O&M Payments (comprising Major Rehabilitation Payments, New O&M Payments, and Existing O&M Payments) are to be stated in constant 2012 dollars.

Proponents must ensure that their proposed Capital Payments and O&M Payments (comprising Major Rehabilitation Payments, New O&M Payments, and Existing O&M Payments) are consistent with their estimated costs for the corresponding underlying activities.

SR 3.4 Proposal Deposit and Preferred Proponent Deposit

Provide a Proposal Deposit and a Preferred Proponent Deposit.

Appendix 2

Required Forms

Appendix 2 – Required Forms

Form A1 – Declaration for SR Package 1 for the Proponent

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate of Northeast Anthony Henday Drive, Edmonton dated May 13, 2011 – **[name of Proponent]** (the “**Proponent**”)

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

We as Contact Organization, hereby confirm that the Proponent has read and understands the RFP and agrees to be bound by all requirements of the RFP (including those relating to ownership of documents and intellectual property, conflict of interest, collusion/common ownership, lobbying, publicity, confidentiality/collection of personal information and accuracy of information as set out in Section 6 of the ITP) and that the SR Package 1 provided with this declaration is made on behalf of the Proponent, including all Team Members.

We confirm that the Proponent is aware of and agrees to the Assignment of Intellectual Property outlined in the Attachment to this Declaration.

Yours truly,
[name of Contact Organization]

Per: _____
(Contact Individual)

Name: _____

Position:

Telephone:

Attachment to Declaration (Form A1) for SR Package 1 – Assignment of Intellectual Property

By submitting the Proposal or otherwise communicating to the Department on matters relating to the RFP, and for good and valuable consideration receipt of which is acknowledged, this Proponent transfers and assigns unto the Department any and all Copyrights. This Proponent ensures the Department that it has become the owner of Copyrights as they have arisen from time to time and accordingly it has become qualified to make this Copyright assignment(s) in favour of the Department. This Proponent has also ensured that the first owners of Copyrights have waived their copyright moral rights in written documents. Copies of assignments of copyrights from first authors and waivers shall be provided to the Department at no cost and the original shall be available for inspection by the Department and its agents on reasonable terms. The Proponent agrees to assist the Department in understanding, documenting, and in applying for registration for copyright(s) for any works, including executing such documentation as is reasonable and proper and within a reasonable time thereafter.

Unless otherwise agreed to in writing, all New Technology shall be owned by the Department. For good and valuable consideration receipt of which is acknowledged, all New Technology is hereby transferred to the Department. For greater certainty the rights of the Department hereunder include, but are not limited to, providing the Department with the right to design, construct, operate and maintain the Infrastructure using New Technology without obtaining the further consent of this Proponent.

The Proponent agrees to assist the Department in understanding, documenting and applying for registration for patent(s) for any New Technology, including executing such documentation as is reasonable and proper and within reasonable time thereafter.

Notwithstanding anything contained in the RFP as to the purpose for the submission of Proposals, the Department may use the concepts, ideas, suggestions and directions contained within the documents, drawings, plans, written descriptions and other materials contained in the Proposal and in any communication surrounding the Proposal provided by the Proponent or its agents, for any purpose whatsoever including but not limited to use of portions of ideas, information, enhancements to the evaluation criteria and designs contained therein in other provincial projects and in the development and negotiation of future contractual relationships. For clarity, the Department has the rights to use concepts, ideas, suggestions and directions contained in any and all Proposals submitted.

The Department agrees, upon request, to provide a royalty-free, perpetual license back to the Proponent, which has created Copyrights and New Technology, for its unfettered use in incorporating same into future or other projects and in licensing to its clients as required in other projects. This license does not carry any obligations on the Department whatsoever and does not require it to register or enforce registered rights in regard to Copyrights and New Technology.

This Proponent hereby indemnifies the Province and its related parties including but not limited to its elected officials, officers, employees, agents and advisors, and hereby agrees to hold them harmless against all claims, suits, proceedings, demands and actions arising out of or in any way connected with copyrights, patent or other intellectual property infringement rights asserted by others against the Province, including for all damages, judgements, costs, fees and expenses (including legal fees on a solicitor and his own client basis) as a result of the Province owning, using or benefiting from the use of the Proposal or from designing, building, operating and maintaining the Infrastructure that is contained in the Proposal.

Form A2 – Declaration for SR Package 1 for Lead Team Members and Project Lead

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate of Northeast Anthony Henday Drive, Edmonton dated May 13, 2011
[**name of Proponent**] (the “**Proponent**”)
[**name of Contact Organization**] (the “**Contact Organization**”)
[**name of Lead Team Member or Project Lead (if not otherwise a Lead Team Member)**] (the “**Lead**”)

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

I, [**name of authorized representative**], am an authorized representative of the Lead, and confirm that the Lead has authorized the Contact Organization to make all submissions on behalf of the Proponent, including the Lead.

I confirm that the Lead is aware of and agrees to its inclusion in this submission, has read and understands the RFP, agrees to be bound by all requirements of the RFP (including those relating to ownership of documents and intellectual property, conflict of interest, collusion/common ownership, lobbying, publicity, confidentiality/collection of personal information and accuracy of information as set out in Section 6 of the ITP).

I confirm that the Lead is aware of and agrees to the Assignment of Intellectual Property outlined in the Attachment to this Declaration.

I confirm that the Lead has no financial or other interest that would cause or appear to cause a conflict of interest in carrying out the DBFO.

Yours truly,

(Authorized Representative)

Name: _____

Position: _____

Company: _____

Telephone: _____

Attachment to Declaration (Form A2) for SR Package 1 – Assignment of Intellectual Property

By submitting the Proposal or otherwise communicating to the Department on matters relating to the RFP, and for good and valuable consideration receipt of which is acknowledged, the Proponent is authorized to transfer and assign unto the Department any and all Copyrights. The Proponent is able to ensure the Department that it has become the owner of Copyrights as they have arisen from time to time and accordingly it is authorized to transfer and assign unto the Department any and all Copyrights. The Proponent has also ensured that the first owners of Copyrights have waived their copyright moral rights in written documents. Copies of assignments of copyrights from first authors and waivers shall be provided to the Department at no cost and the original shall be available for inspection by the Department and its agents on reasonable terms. The Proponent is authorized to agree to assist the Department in understanding, documenting, and in applying for registration for copyright(s) for any works, including executing such documentation as is reasonable and proper and within a reasonable time thereafter.

Unless otherwise agreed to in writing, all New Technology shall be owned by the Department. For good and valuable consideration, receipt of which is acknowledged, all New Technology is hereby transferred to the Department. For greater certainty the rights of the Department hereunder include, but are not limited to, providing the Department with the right to design, construct, operate and maintain the Infrastructure using New Technology without obtaining the further consent of the Proponent.

The Proponent is authorized to agree to assist the Department in understanding, documenting and applying for registration for patent(s) for any New Technology, including executing such documentation as is reasonable and proper and within reasonable time thereafter.

Notwithstanding anything contained in the RFP as to the purpose for the submission of Proposals, the Department may use the concepts, ideas, suggestions and directions contained within the documents, drawings, plans, written descriptions and other materials contained in the Proposal and in any communication surrounding the Proposal provided by the Proponent or its agents, for any purpose whatsoever including but not limited to use of portions of ideas, information, enhancements to the evaluation criteria and designs contained therein in other provincial projects and in the development and negotiation of future contractual relationships. For clarity, the Department has the rights to use concepts, ideas, suggestions and directions contained in any and all Proposals submitted.

The Department agrees, upon request, to provide a royalty-free, perpetual license back to the Proponent, which has created Copyrights and New Technology, for its unfettered use in incorporating same into future or other projects and in licensing to its clients as required in other projects. This license does not carry any obligations on the Department whatsoever and does not require it to register or enforce registered rights in regard to Copyrights and New Technology.

The Lead hereby indemnifies the Province and its related parties including but not limited to its elected officials, officers, employees, agents and advisors, and hereby agrees to hold them harmless against all claims, suits, proceedings, demands and actions arising out of or in any way connected with copyrights, patent or other intellectual property infringement rights asserted by others against the Province, including for all damages, judgements, costs, fees and expenses (including legal fees on a solicitor and his own client basis) as a result of the Province owning, using or benefiting from the use of the Proposal or from designing, building, operating and maintaining the Infrastructure that is contained in the Proposal.

Form B – Declaration for SR Package 2

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate of Northeast Anthony Henday Drive, Edmonton_dated May 13, 2011 – **[name of Proponent]** (the “**Proponent**”)

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

We hereby confirm that the SR Package 2 provided with this declaration is made on behalf of the Proponent, including all Team Members.

Yours truly,

[name of Contact Organization]

Per: _____
(Contact Individual)

Name: _____

Position: _____

Telephone: _____

Form C1 – Declaration for SR Package 2B for the Proponent

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate Northeast Anthony Henday Drive, Edmonton dated May 13, 2011 – **[name of Proponent]** (the “**Proponent**”)

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

We hereby confirm that the SR Package 2B, provided with this declaration is made on behalf of the Proponent, including all Team Members.

We confirm that the Successful Proponent will execute the DBFO Agreement in its final form with the elements of SR Package 2B provided with this declaration incorporated in accordance with the RFP.

Yours truly,

[name of Contact Organization]

Per: _____
(Contact Individual)

Name: _____

Position: _____

Telephone: _____

Form C2 – Declaration for SR Package 2B for Lead Team Members and Project Lead

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate of Northeast Anthony Henday Drive, Edmonton dated May 13, 2011
[name of Proponent] (the “**Proponent**”)
[name of Lead Team Member or Project Lead (if not otherwise a Lead Team Member)] (the “**Lead**”)

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

I, [name of authorized representative], am an authorized representative of the Lead, and confirm that the SR Package 2B, provided with this declaration is made on behalf of the Proponent, including the Lead.

Yours truly,

(Authorized Representative)

Name: _____

Position: _____

Company: _____

Telephone: _____

Form C3 – Declaration for SR Package 3 for the Proponent

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate Northeast Anthony Henday Drive, Edmonton dated May 13, 2011 – **[name of Proponent]** (the “**Proponent**”)

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

We hereby confirm that the SR Package 3, including the Financial Offer, provided with this declaration is made on behalf of the Proponent, including all Team Members.

We confirm that the Successful Proponent will execute the DBFO Agreement in its final form as provided without negotiation or amendment, and at a fixed price as outlined in the Financial Offer, subject only to price adjustments and other provisions detailed in the RFP that affect the total compensation payable over the term of the DBFO Agreement.

We confirm that we have authorized our insurers and insurance brokers to cooperate with the Province’s insurance advisors between the date of our notification of being named Preferred Proponent, if at all, and the date when all of the insurance requirements of the DBFO Agreement have been met. We acknowledge that this cooperation is beneficial in order to allow the Province to clarify and confirm the required insurance coverages prior to the execution of the DBFO Agreement.

Yours truly,

[name of Contact Organization]

Per: _____
(Contact Individual)

Name: _____

Position:

Telephone:

Form C₄ – Declaration for SR Package 3 for Lead Team Members and Project Lead

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate of Northeast Anthony Henday Drive, Edmonton dated May 13, 2011
[**name of Proponent**] (the “**Proponent**”)
[**name of Lead Team Member or Project Lead (if not otherwise a Lead Team Member)**] (the “**Lead**”)

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

I, [**name of authorized representative**], am an authorized representative of the Lead, and confirm that the SR Package 3, including the Financial Offer, provided with this declaration is made on behalf of the Proponent, including the Lead.

Yours truly,

(Authorized Representative)

Name: _____

Position: _____

Company: _____

Telephone: _____

Form D – Certificate of No Material Adverse Change

Note: For use in SR Package 2B

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate of Northeast Anthony Henday Drive, Edmonton dated May 13, 2011

Capitalized terms used in this form have the same meanings as set out in the RFP, unless expressly stated otherwise.

To the best of our knowledge, information and belief, we certify that from the date of our most recent financial statements disclosed to you in our response to the RFQ to _____ **[insert date which is no more than five Business Days before the deadline for SR Package 2B], [except as set forth below,]** no events have occurred which have had a material adverse effect on our financial position and which should be disclosed to keep those statements from being misleading.

With respect to our financial statements disclosed to you, we certify to the best of our knowledge, information and belief that:

- a) the preparation of our most recent financial statements disclosed to you have been prepared in accordance with generally accepted accounting principles and practices **[, except as set forth below];**
- b) such financial statements present fairly the information purported to be shown thereby;
- c) no material adjustment of such financial statements is required and no adjustments other than those necessary for fair presentation of the results for those periods have been reflected therein; and
- d) no events have occurred which have a material adverse effect on our financial statements disclosed to you which should be disclosed in order to keep those statements from being misleading.

Should we, subsequent to this date, become aware of any events having a material adverse effect on our most recent financial statements disclosed to you in order to keep those statements from being misleading, we will immediately disclose these events to the Department.

Name: _____

Yours truly,

(Contact Individual or Authorized Representative)

Position:

Company:

Telephone:

Form E – Sample Insurance Broker’s Letter

Note: For use in SR Package 2 and 2B

Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

Attention: Mr. Tom Loo, P.Eng.
Executive Director, Major Capital Projects

Dear Sir:

Re: Request for Proposals (“**RFP**”) for the design, build, finance, operate of Northeast Anthony Henday Drive, Edmonton dated May 13, 2011 – Insurance – **[name of Proponent]** (the “**Proponent**”)

[Insurance Broker(s)] confirms that it has been appointed by the Proponent as its insurance broker(s) with respect to the insurances required under the RFP.

[Insurance Broker(s)] has examined the RFP documents, including the DBFO Agreement and the insurance requirements stipulated in section 11 of the DBFO Agreement and Schedule 11 (Insurance Requirements) to the DBFO Agreement, and confirms that the relevant requirements have been included in the insurance program to be arranged on behalf of the Proponent if its Proposal is accepted **[, except the following items,]**.

In the opinion of **[Insurance Broker(s)]**, if the Proposal submitted by the Proponent is accepted, we are highly confident that we have arranged or can arrange insurances on behalf of the Proponent that meet the insurance requirements established by the RFP, including section 11 of the DBFO Agreement and Schedule 11 to the DBFO Agreement, and we know of no impediment as of the date of this letter to our producing insurance certificates meeting all of the insurance requirements stipulated in the RFP documents, including the DBFO Agreement, except for those exceptions identified above, with coverage to take effect not later than the date of execution of the DBFO Agreement (or later, as provided for therein), and to continue throughout **[the Construction Period / Operating Period]**.

I have signed this Insurance Broker’s Letter in my capacity as an authorized representative of **[Insurance Broker(s)]**.

(Authorized Signature)

Form F1 – Sample Form of Letter of Credit for Proposal Deposit

Note: For use in SR Package 3

Beneficiary: Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation
Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

[Name of bank or other financial institution meeting requirements of Section 5.12 of the ITP]

Applicant: [(name of Proponent) or (name of Applicant “on behalf of” name of Proponent)]

1. We hereby authorize you to draw on [name of bank or other financial institution meeting requirements of Section 5.12 of the ITP, as above, and branch address] for the account of [(name of Proponent) or (name of Applicant “on behalf of” name of Proponent)] (“our customer”) up to an aggregate amount [\$1,000,000 (One Million)] Canadian dollars.

2. Pursuant to the request of our customer, we hereby establish and give you an Irrevocable Letter of Credit in your favour in the total amount [\$1,000,000 (One Million)] Canadian dollars in accordance with the Request for Proposals dated May 13, 2011 issued by Alberta Transportation (the “Department”) for the Northeast Anthony Henday Drive Project (the “Project”), as same may be amended and supplemented from time to time (the “RFP”) which may be drawn on by you at any time and from time to time upon written demand for payment made upon us by you which demand we shall honour without inquiring further whether you have a right as between yourself and our customer to make such demand, and without recognizing any claim of our customer and, subject to paragraph 3 hereof, upon delivery of a written certificate of the Deputy Minister of the Department certifying that the Department is entitled to draw upon this Irrevocable Letter of Credit pursuant to the RFP.

3. This Irrevocable Letter of Credit will continue until [insert a date that is no earlier than 120 days from the submission deadline for SR Package 3] and will expire at our counters on that date and you may call for payment of the full amount outstanding under this Irrevocable Letter of Credit at any time up to the close of business on that date should this Irrevocable Letter of Credit not be renewed.

This Irrevocable Letter of Credit is subject to Uniform Customs and Practices for Documentary Credits (2007 revision) International Chamber of Commerce Publication No. 600.

[Name of bank or other financial institution meeting requirements of Section 5.12 of the ITP]

(Authorized Signature)

(Authorized Signature)

Form F2 – Sample Form of Letter of Credit for Preferred Proponent Deposit

Beneficiary: Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation
Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

[Name bank or other financial institution meeting requirements of Section 5.12 of the ITP]

Applicant: [(name of Proponent) or (name of Applicant “on behalf of” name of Proponent)]

1. We hereby authorize you to draw on [name of bank or other financial institution meeting requirements of Section 5.12 of the ITP, as above, and branch address] for the account of [(name of Proponent) or (name of Applicant “on behalf of” name of Proponent)] (“our customer”) up to an aggregate amount [\$20,000,000 (Twenty Million)] Canadian dollars.

2. Pursuant to the request of our customer, we hereby establish and give you an Irrevocable Letter of Credit in your favour in the total amount [\$20,000,000 (Twenty Million)] Canadian dollars in accordance with the Request for Proposals dated May 13, 2011 issued by Alberta Transportation (the “Department”) for the Northeast Anthony Henday Drive Project (the “Project”), as same may be amended and supplemented from time to time (the “RFP”) which may be drawn on by you at any time and from time to time upon written demand for payment made upon us by you which demand we shall honour without inquiring further whether you have a right as between yourself and our customer to make such demand, and without recognizing any claim of our customer and, subject to paragraph 3 hereof, upon delivery of a written certificate of the Deputy Minister of the Department certifying that the Department is entitled to draw upon this Irrevocable Letter of Credit pursuant to the RFP.

3. This Irrevocable Letter of Credit will continue until [subject to the second sentence of the fourth paragraph of Section 5.12 (Proposal Deposit and Preferred Proponent Deposit) of the ITP insert a date that is no earlier than 120 days from the submission deadline for SR Package 3] and will expire at our counters on that date and you may call for payment of the full amount outstanding under this Irrevocable Letter of Credit at any time up to the close of business on that date should this Irrevocable Letter of Credit not be renewed.

This Irrevocable Letter of Credit is subject to Uniform Customs and Practices for Documentary Credits (2007 revision) International Chamber of Commerce Publication No. 600.

requirements of Section 5.12 of the ITP] **[Name of bank or other financial institution meeting**

(Authorized Signature)

(Authorized Signature)

Form F3 – Sample Form of Letter of Credit for the Financing and Initial Performance Letter of Credit

Beneficiary: Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation
Alberta Transportation
3rd Floor, Twin Atria Building
4999-98 Avenue
Edmonton, Alberta, Canada
T6B 2X3

[Date]

[Name of bank or other financial institution meeting requirements of the DBFO Agreement]

Applicant: [(Name of DBFO Contractor) or (name of Applicant “on behalf of” name of DBFO Contractor)]

1. We hereby authorize you to draw on [name of bank or other financial institution meeting requirements of the DBFO Agreement, as above, and branch address] for the account of [(name of and address of DBFO Contractor) or (name of and address of Applicant “on behalf of” name of DBFO Contractor)] (“our customer”) up to an aggregate amount [\$40,000,000 (Forty Million)] Canadian dollars.

2. Pursuant to the request of our customer, we hereby establish and give you an Irrevocable Letter of Credit in your favour in the total amount [\$40,000,000 (Forty Million)] Canadian dollars in accordance with the Agreement to Design, Build, Finance and Operate Northeast Anthony Henday Drive, Edmonton, Alberta dated ●, 2012 entered into by Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation and the Minister of Infrastructure (the “Department”) and [name of DBFO Contractor], as same may be amended and supplemented from time to time (the “DBFO Agreement”), which may be drawn on by you at any time and from time to time upon written demand for payment made upon us by you which demand we shall honour without inquiring further whether you have a right as between yourself and our customer to make such demand, and without recognizing any claim of our customer and, subject to paragraph 4 hereof, upon delivery of a written certificate of the Deputy Minister of the Department certifying that the Department is entitled to draw upon this Irrevocable Letter of Credit pursuant to the DBFO Agreement.

3. The amount outstanding under this Irrevocable Letter of Credit (being the maximum amount that can be drawn hereunder) shall be reduced upon delivery to us of a written certificate in the form attached as Appendix 1 sealed and signed by both of the Executive Director Major Capital Projects and the Executive Director Finance / Senior Financial Officer of Alberta Transportation certifying the amount of the reduction applicable to this Irrevocable Letter of Credit pursuant to section 3.5 of the DBFO Agreement. Upon each reduction pursuant to the foregoing sentence we shall forthwith send a notice confirming such reduction to the Department by facsimile at [insert number] and by courier to the address of the Department set out above. Also a copy of the said notice will be sent by us by courier to our customer. *[NOTE TO DRAFT: THIS PARAGRAPH AND APPENDIX 1 FACILITATES THE*

STAGED REDUCTION OF THE FINANCING AND INITIAL PERFORMANCE LETTER OF CREDIT AS SET OUT IN SECTION 3.5 OF THE DBFO AGREEMENT WITHOUT THE PARTIES HAVING TO EXCHANGE FURTHER LETTERS OF CREDIT. THE PROCEDURE SET OUT HERE IS OPTIONAL.]

4. This Irrevocable Letter of Credit will continue until **[insert a date that is no earlier than one year from the date of this Irrevocable Letter of Credit]** and will expire at our counters on that date and you may call for payment of the full amount outstanding under this Irrevocable Letter of Credit at any time up to the close of business on that date should this Irrevocable Letter of Credit not be renewed.

This Irrevocable Letter of Credit is subject to Uniform Customs and Practices for Documentary Credits (2007 revision) International Chamber of Commerce Publication No. 600.

[Name of bank or other financial institution meeting requirements of the DBFO Agreement]

(Authorized Signature)

(Authorized Signature)

APPENDIX 1

REDUCTION NOTICE

TO: [(name of and address of DBFO Contractor) or (name of and address of Applicant “on behalf of” name of DBFO Contractor)]

TO: [name of bank or other financial institution as above]

DATE: _____

RE: Financing and Initial Performance Letter of Credit [Insert reference to specific number and date of Irrevocable Letter of Credit] issued in favour of Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation (the “Beneficiary”) for a maximum aggregate amount of **[\$40,000,000 (Forty Million)]** Canadian dollars (the “Letter of Credit”)

Whereas the Letter of Credit was issued in connection with the Agreement to design, build, finance and operate Northeast Anthony Henday Drive between Her Majesty the Queen in right of Alberta and **[name of Contractor]** (the “DBFO Agreement”) and all capitalized words and phrases defined herein shall have the same meaning specified in the Letter of Credit.

In accordance with section 3.5 of the DBFO Agreement, we hereby give you notice that the reduction amount for the purposes of this notice is **[insert amount of reduction in words and figures]**. Therefore, the new amount outstanding in respect of the Letter of Credit now stands at **[insert amount outstanding in words and figures]**.

Yours Truly,

Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation

[signed by both of the Executive Director Major Capital Projects and the Executive Director Finance / Senior Financial Officer of Alberta Transportation]

(seal)

(seal)

(Authorized Signature)

(Authorized Signature)

Form G1 – Financial Offer Form

Note: For use in SR Package 3

Please complete the following Financial Offer Form.

Table 1 – Provincial Funding Calculation

The Department will be calculating the Provincial Funding by taking the amount of one full month's Capital Payments from Column B of Table 2 and multiplying such amount by **[the amount to be determined in the future and disclosed by an Addendum to the RFP.]**

Table 2 – Capital and O&M Payments

In completing the Financial Offer, Proponents must demonstrate that their proposed Capital Payments, O&M Payments (including Major Rehabilitation Payments, New O&M Payments and Existing O&M Payments) are consistent with their estimated costs for the corresponding underlying activities. For example, Proponents should not plan for using Capital Payments to fund New O&M or Existing O&M activities and vice versa.

Please note the following regarding the Form of Table 2:

- ¹ Capital Payments in Column B are to be identical throughout the Operating Period expressed in nominal dollars.
- ² Major Rehabilitation Payments in Column D, New O&M Payments in Column E, and Existing O&M Payments in Column F are to be stated in constant 2012 dollars.
- ³ O&M Payments in Column C are to be the sum of Major Rehabilitation Payments (Column D), New O&M Payments (Column E), and Existing O&M Payments (Column F) for the corresponding month periods in Column A.
- ⁴ The O&M Payments stated in constant 2012 dollars will be converted to nominal dollars for the purpose of comparison of Financial Offers. For the financial evaluation of the Financial Offers, the O&M Payments in constant 2012 dollars shall be converted to nominal dollars by multiplying the figures in Column C by a fixed estimated inflation rate from 2012. The estimated inflation rate will be calculated using the yields of the Government of Canada 4.00% June 1, 2041 bond and the Government of Canada 2.00% December 1, 2041 real return bond determined two Business Days prior to the deadline of SR Package 3 as per the following formula:

$$\text{Inflation Estimate} = \left[\frac{1+Y}{1+R} \right] - 1$$

where: Y = the yield to maturity of the Government of Canada 4.00% June 1, 2041 bond

R = the yield to maturity of the Government of Canada 2.00% December 1, 2041 real return bond

For greater clarity and illustration, the actual O&M Payment in nominal dollars to be made to the Successful Proponent in each month period will be calculated by multiplying the figure in constant 2012 dollars in Column C and the actual Index Factor applicable for that particular month, which is determined annually for each calendar year according to the DBFO Agreement.

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Nov 1-30, 2016					
Dec 1-31, 2016					
Jan 1-31, 2017					
Feb 1-28/29, 2017					
Mar 1-31, 2017					
Apr 1-30, 2017					
May 1-31, 2017					
Jun 1-30, 2017					
Jul 1-31, 2017					
Aug 1-31, 2017					
Sep 1-30, 2017					
Oct 1-31, 2017					
Nov 1-30, 2017					
Dec 1-31, 2017					
Jan 1-31, 2018					
Feb 1-28/29, 2018					
Mar 1-31, 2018					
Apr 1-30, 2018					
May 1-31, 2018					
Jun 1-30, 2018					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Jul 1-31, 2018					
Aug 1-31, 2018					
Sep 1-30, 2018					
Oct 1-31, 2018					
Nov 1-30, 2018					
Dec 1-31, 2018					
Jan 1-31, 2019					
Feb 1-28/29, 2019					
Mar 1-31, 2019					
Apr 1-30, 2019					
May 1-31, 2019					
Jun 1-30, 2019					
Jul 1-31, 2019					
Aug 1-31, 2019					
Sep 1-30, 2019					
Oct 1-31, 2019					
Nov 1-30, 2019					
Dec 1-31, 2019					
Jan 1-31, 2020					
Feb 1-28/29, 2020					
Mar 1-31, 2020					
Apr 1-30, 2020					
May 1-31, 2020					
Jun 1-30, 2020					
Jul 1-31, 2020					
Aug 1-31, 2020					
Sep 1-30, 2020					
Oct 1-31, 2020					
Nov 1-30, 2020					
Dec 1-31, 2020					
Jan 1-31, 2021					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Feb 1-28/29, 2021					
Mar 1-31, 2021					
Apr 1-30, 2021					
May 1-31, 2021					
Jun 1-30, 2021					
Jul 1-31, 2021					
Aug 1-31, 2021					
Sep 1-30, 2021					
Oct 1-31, 2021					
Nov 1-30, 2021					
Dec 1-31, 2021					
Jan 1-31, 2022					
Feb 1-28/29, 2022					
Mar 1-31, 2022					
Apr 1-30, 2022					
May 1-31, 2022					
Jun 1-30, 2022					
Jul 1-31, 2022					
Aug 1-31, 2022					
Sep 1-30, 2022					
Oct 1-31, 2022					
Nov 1-30, 2022					
Dec 1-31, 2022					
Jan 1-31, 2023					
Feb 1-28/29, 2023					
Mar 1-31, 2023					
Apr 1-30, 2023					
May 1-31, 2023					
Jun 1-30, 2023					
Jul 1-31, 2023					
Aug 1-31, 2023					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Sep 1-30, 2023					
Oct 1-31, 2023					
Nov 1-30, 2023					
Dec 1-31, 2023					
Jan 1-31, 2024					
Feb 1-28/29, 2024					
Mar 1-31, 2024					
Apr 1-30, 2024					
May 1-31, 2024					
Jun 1-30, 2024					
Jul 1-31, 2024					
Aug 1-31, 2024					
Sep 1-30, 2024					
Oct 1-31, 2024					
Nov 1-30, 2024					
Dec 1-31, 2024					
Jan 1-31, 2025					
Feb 1-28/29, 2025					
Mar 1-31, 2025					
Apr 1-30, 2025					
May 1-31, 2025					
Jun 1-30, 2025					
Jul 1-31, 2025					
Aug 1-31, 2025					
Sep 1-30, 2025					
Oct 1-31, 2025					
Nov 1-30, 2025					
Dec 1-31, 2025					
Jan 1-31, 2026					
Feb 1-28/29, 2026					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Mar 1-31, 2026					
Apr 1-30, 2026					
May 1-31, 2026					
Jun 1-30, 2026					
Jul 1-31, 2026					
Aug 1-31, 2026					
Sep 1-30, 2026					
Oct 1-31, 2026					
Nov 1-30, 2026					
Dec 1-31, 2026					
Jan 1-31, 2027					
Feb 1-28/29, 2027					
Mar 1-31, 2027					
Apr 1-30, 2027					
May 1-31, 2027					
Jun 1-30, 2027					
Jul 1-31, 2027					
Aug 1-31, 2027					
Sep 1-30, 2027					
Oct 1-31, 2027					
Nov 1-30, 2027					
Dec 1-31, 2027					
Jan 1-31, 2028					
Feb 1-28/29, 2028					
Mar 1-31, 2028					
Apr 1-30, 2028					
May 1-31, 2028					
Jun 1-30, 2028					
Jul 1-31, 2028					
Aug 1-31, 2028					
Sep 1-30, 2028					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Oct 1-31, 2028					
Nov 1-30, 2028					
Dec 1-31, 2028					
Jan 1-31, 2029					
Feb 1-28/29, 2029					
Mar 1-31, 2029					
Apr 1-30, 2029					
May 1-31, 2029					
Jun 1-30, 2029					
Jul 1-31, 2029					
Aug 1-31, 2029					
Sep 1-30, 2029					
Oct 1-31, 2029					
Nov 1-30, 2029					
Dec 1-31, 2029					
Jan 1-31, 2030					
Feb 1-28/29, 2030					
Mar 1-31, 2030					
Apr 1-30, 2030					
May 1-31, 2030					
Jun 1-30, 2030					
Jul 1-31, 2030					
Aug 1-31, 2030					
Sep 1-30, 2030					
Oct 1-31, 2030					
Nov 1-30, 2030					
Dec 1-31, 2030					
Jan 1-31, 2031					
Feb 1-28/29, 2031					
Mar 1-31, 2031					
Apr 1-30, 2031					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
May 1-31, 2031					
Jun 1-30, 2031					
Jul 1-31, 2031					
Aug 1-31, 2031					
Sep 1-30, 2031					
Oct 1-31, 2031					
Nov 1-30, 2031					
Dec 1-31, 2031					
Jan 1-31, 2032					
Feb 1-28/29, 2032					
Mar 1-31, 2032					
Apr 1-30, 2032					
May 1-31, 2032					
Jun 1-30, 2032					
Jul 1-31, 2032					
Aug 1-31, 2032					
Sep 1-30, 2032					
Oct 1-31, 2032					
Nov 1-30, 2032					
Dec 1-31, 2032					
Jan 1-31, 2033					
Feb 1-28/29, 2033					
Mar 1-31, 2033					
Apr 1-30, 2033					
May 1-31, 2033					
Jun 1-30, 2033					
Jul 1-31, 2033					
Aug 1-31, 2033					
Sep 1-30, 2033					
Oct 1-31, 2033					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Nov 1-30, 2033					
Dec 1-31, 2033					
Jan 1-31, 2034					
Feb 1-28/29, 2034					
Mar 1-31, 2034					
Apr 1-30, 2034					
May 1-31, 2034					
Jun 1-30, 2034					
Jul 1-31, 2034					
Aug 1-31, 2034					
Sep 1-30, 2034					
Oct 1-31, 2034					
Nov 1-30, 2034					
Dec 1-31, 2034					
Jan 1-31, 2035					
Feb 1-28/29, 2035					
Mar 1-31, 2035					
Apr 1-30, 2035					
May 1-31, 2035					
Jun 1-30, 2035					
Jul 1-31, 2035					
Aug 1-31, 2035					
Sep 1-30, 2035					
Oct 1-31, 2035					
Nov 1-30, 2035					
Dec 1-31, 2035					
Jan 1-31, 2036					
Feb 1-28/29, 2036					
Mar 1-31, 2036					
Apr 1-30, 2036					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
May 1-31, 2036					
Jun 1-30, 2036					
Jul 1-31, 2036					
Aug 1-31, 2036					
Sep 1-30, 2036					
Oct 1-31, 2036					
Nov 1-30, 2036					
Dec 1-31, 2036					
Jan 1-31, 2037					
Feb 1-28/29, 2037					
Mar 1-31, 2037					
Apr 1-30, 2037					
May 1-31, 2037					
Jun 1-30, 2037					
Jul 1-31, 2037					
Aug 1-31, 2037					
Sep 1-30, 2037					
Oct 1-31, 2037					
Nov 1-30, 2037					
Dec 1-31, 2037					
Jan 1-31, 2038					
Feb 1-28/29, 2038					
Mar 1-31, 2038					
Apr 1-30, 2038					
May 1-31, 2038					
Jun 1-30, 2038					
Jul 1-31, 2038					
Aug 1-31, 2038					
Sep 1-30, 2038					
Oct 1-31, 2038					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Nov 1-30, 2038					
Dec 1-31, 2038					
Jan 1-31, 2039					
Feb 1-28/29, 2039					
Mar 1-31, 2039					
Apr 1-30, 2039					
May 1-31, 2039					
Jun 1-30, 2039					
Jul 1-31, 2039					
Aug 1-31, 2039					
Sep 1-30, 2039					
Oct 1-31, 2039					
Nov 1-30, 2039					
Dec 1-31, 2039					
Jan 1-31, 2040					
Feb 1-28/29, 2040					
Mar 1-31, 2040					
Apr 1-30, 2040					
May 1-31, 2040					
Jun 1-30, 2040					
Jul 1-31, 2040					
Aug 1-31, 2040					
Sep 1-30, 2040					
Oct 1-31, 2040					
Nov 1-30, 2040					
Dec 1-31, 2040					
Jan 1-31, 2041					
Feb 1-28/29, 2041					
Mar 1-31, 2041					
Apr 1-30, 2041					
May 1-31, 2041					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Jun 1-30, 2041					
Jul 1-31, 2041					
Aug 1-31, 2041					
Sep 1-30, 2041					
Oct 1-31, 2041					
Nov 1-30, 2041					
Dec 1-31, 2041					
Jan 1-31, 2042					
Feb 1-28/29, 2042					
Mar 1-31, 2042					
Apr 1-30, 2042					
May 1-31, 2042					
Jun 1-30, 2042					
Jul 1-31, 2042					
Aug 1-31, 2042					
Sep 1-30, 2042					
Oct 1-31, 2042					
Nov 1-30, 2042					
Dec 1-31, 2042					
Jan 1-31, 2043					
Feb 1-28/29, 2043					
Mar 1-31, 2043					
Apr 1-30, 2043					
May 1-31, 2043					
Jun 1-30, 2043					
Jul 1-31, 2043					
Aug 1-31, 2043					
Sep 1-30, 2043					
Oct 1-31, 2043					
Nov 1-30, 2043					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Dec 1-31, 2043					
Jan 1-31, 2044					
Feb 1-28/29, 2044					
Mar 1-31, 2044					
Apr 1-30, 2044					
May 1-31, 2044					
Jun 1-30, 2044					
Jul 1-31, 2044					
Aug 1-31, 2044					
Sep 1-30, 2044					
Oct 1-31, 2044					
Nov 1-30, 2044					
Dec 1-31, 2044					
Jan 1-31, 2045					
Feb 1-28/29, 2045					
Mar 1-31, 2045					
Apr 1-30, 2045					
May 1-31, 2045					
Jun 1-30, 2045					
Jul 1-31, 2045					
Aug 1-31, 2045					
Sept 1-30, 2045					
Oct 1-31, 2045					
Nov 1-30, 2045					
Dec 1-31, 2045					
Jan 1-31, 2046					
Feb 1-28/29, 2046					
Mar 1-31, 2046					
Apr 1-30, 2046					
May 1-31, 2046					
Jun 1-30, 2046					

Column A	Column B	Column C (Column D+E+F)	Column D	Column E	Column F
Month	Capital Payments (nominal dollars) ¹	O&M Payments ^{2,3,4}	Major Rehabilitation Payments ^{2,3}	New O&M Payments ^{2,3}	Existing O&M Payments ^{2,3}
Jul 1-31, 2046					
Aug 1-31, 2046					
Sept 1-30, 2046					
Oct 1-31, 2046					

Form G2 – Capital Payment Price Adjustment Election Form

THE FOLLOWING EXPLAINS THE CAPITAL PAYMENT PRICE ADJUSTMENT ELECTION FORM (FORM G2) AND ENDS WITH THE ACTUAL FORM G2 TO BE COMPLETED AND SUBMITTED WITH SR PACKAGE 3.

In order to provide a degree of protection to Proponents against changes in the general level of interest rates, the Province is offering a price adjustment to the Capital Payment component of the Proponent's Financial Offer, details of which are described below. As a general overview, the Capital Payment Price Adjustment Process allows Proponents to identify exposures of the Capital Payment portion of their bid to a basket of Government of Canada bonds and/or a basket of Benchmark Swaps. Changes in interest rates on the Benchmark Bonds and the Benchmark Swaps and the exposures to these bonds and swaps identified by the Proponents will be used to calculate the economic impact of the changes in interest rates and, ultimately, the amount of the adjustment to the proposed Capital Payment.

If a Proponent accepts the price adjustment, the Capital Payment as stated in the Proponent's Financial Offer will be adjusted, negatively or positively depending on the change in interest rates, based on this process for incorporation into the DBFO Agreement. If a Proponent declines the price adjustment, the Capital Payment as stated in the Proponent's Financial Offer will be incorporated into the DBFO Agreement without adjustment.

Capitalized terms used in this Form G2 that are the same as the capitalized terms used in Appendix 3 to this ITP, have the definitions as set out in Appendix 3 to this ITP. The following capitalized terms used in this Form G2 have the following meanings:

Definitions for Payment Adjustment Calculation

“Adjusted Weighted Average Cost of Capital” means the Weighted Average Cost of Capital adjusted for changes in interest rates from the Start Date to the End Date as calculated by the following formula:

$$\text{Adjusted Weighted Average Cost of Capital} = W + \frac{\sum_{i=1}^{15} (FY_i - IY_i) \times |HA_i| \times \frac{IP_i}{100} + \sum_{i=1}^{15} (FR_i - IR_i) \times |SH_i|}{\sum_{i=1}^{15} |HA_i| \times \frac{IP_i}{100} + \sum_{i=1}^{15} |SH_i|}$$

where: W = Weighted Average Cost of Capital
 FY_i = Final Bond Yield for Benchmark Bond *i*
 IY_i = Initial Bond Yield for Benchmark Bond *i*
 HA_i = Bond Hedge Amount for Benchmark Bond *i*
 IP_i = Initial Bond Price for Benchmark Bond *i*
 FR_i = Final Annualized Swap Rate for Benchmark Swap *i*
 IR_i = Initial Annualized Swap Rate for Benchmark Swap *i*
 SH_i = Swap Hedge Amount for Benchmark Swap *i*

“**Benchmark Bonds**” refer to the Government of Canada bonds used as benchmark bonds to measure changes in interest rates and to provide interest rate risk protection. The Benchmark Bonds are:

Government of Canada 1.75% March 1, 2013
 Government of Canada 2.00% March 1, 2014
 Government of Canada 2.50% June 1, 2015
 Government of Canada 2.00% June 1, 2016
 Government of Canada 4.00% June 1, 2017
 Government of Canada 4.25% June 1, 2018
 Government of Canada 3.75% June 1, 2019
 Government of Canada 3.50% June 1, 2020
 Government of Canada 3.25% June 1, 2021
 Government of Canada 8.00% June 1, 2023
 Government of Canada 8.00% June 1, 2027
 Government of Canada 5.75% June 1, 2029
 Government of Canada 5.75% June 1, 2033
 Government of Canada 5.00% June 1, 2037
 Government of Canada 4.00% June 1, 2041

[NOTE TO DRAFT: NEW GOVERNMENT OF CANADA JUNE 1, 2022 (OR OTHER 2022) BOND EXPECTED TO BE ISSUED. CHANGES WILL BE MADE BY ADDENDUM WHEN INFORMATION IS AVAILABLE.]

“**Benchmark Swaps**” refer to the notional interest rate swaps used to measure changes in swap interest rates and to provide interest rate protection against movements in Canadian dollar swap rates. Benchmark Swap maturities and the terms of the Benchmark Swaps used in the calculation of Initial Swap Rates and Final Swap Rates are listed below.

Maturity dates	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 15, 20, 25 and 30 years after the effective date, respectively
Payment frequency	Annual for the one-year swap; semi-annual for all other swaps
Floating leg basis	3 Month Bankers’ Acceptance Rates (CDOR)
Floating rate spread	Flat
Floating rate reset frequency	Quarterly, compounded at CDOR flat
Notional structure	Constant notional
Day count convention	Actual/365
Business day convention	Modified following Toronto Business Day

“**Bond Hedge Amount**” means the par value amounts identified by the Proponent for each of the respective Benchmark Bonds.

“**Capital Payment Offer**” means the fixed monthly Capital Payment as stated in the Financial Offer (Form G1) submitted by the Proponent in SR Package 3.

“**End Date**” means the earlier of (i) the date the DBFO Agreement has been signed by both parties to it and (ii) the Target End Date or such later date as the Province signs and delivers the DBFO Agreement for signature by the Contractor.

“**Final Annualized Swap Rate**” equals the Final Swap Rate converted to an effective annual interest rate.

“**Final Bond Price**” means the bid side spot price per \$100 of par value for each of the respective Benchmark Bonds on the End Date. Final Bond Prices will be the average of bid side spot prices received from a survey of three independent financial institutions active in the Canadian bond market. This survey will be taken at 9:00 a.m. Alberta Time on the End Date and will be delivered via email to the Successful Proponent immediately thereafter. *(Note: spot prices are based on two settlement days for Government of Canada bonds with maturities of less than three years and three settlement days for Government of Canada bonds with maturities greater than or equal to three years.)*

“**Final Bond Settlement Date**” means the later of: (i) the Initial Bond Settlement Date; and (ii) the second Toronto Business Day after the End Date for Benchmark Bonds with less than three years to maturity and the third Toronto Business Day after the End Date for all other Benchmark Bonds.

“**Final Bond Yield**” means the effective annual yield for each of the respective Benchmark Bonds corresponding to each bond’s Final Bond Price. *(Note: Canadian bond yields are typically quoted on a semi-annual basis. Final Bond Yields will be calculated as an effective annual yield for this process.)*

“**Final Bonds Market Value**” means the sum of the respective Final Bond Prices divided by 100 multiplied by the respective Bond Hedge Amounts.

$$\text{Final Bonds Market Value} = \sum_{i=1}^{15} \text{HA}_i \times \text{FP}_i \div 100$$

where: HA_i = Bond Hedge Amount for Benchmark Bond i

FP_i = Final Bond Price for Benchmark Bond i

“**Final Capital Payment**” means the Capital Payment to be incorporated into the DBFO Agreement as the Capital Payment component of the monthly payment payable by the Province. The Final Capital Payment equals the Capital Payment Offer plus the Payment Adjustment Amount.

“**Final Swap Effective Date**” means the later of the Target End Date and the End Date.

“**Final Swap Rate**” means the interest rate on the fixed leg for each of the respective Benchmark Swaps on the End Date. Final Swap Rates will be the average of mid rates received from a survey of three independent financial institutions active in Canadian dollar swap markets. The effective date for calculation of Final Swap Rates will be the Final Swap Effective Date. This survey will be taken at 9:00 a.m. Alberta Time on the End Date and will be delivered via email to the Successful Proponent immediately thereafter. *(Note: Swap rates in Canada are typically quoted on a semi-annual payment basis, except for one-year swaps which are quoted on an annual payment basis.)*

“**Final Swap Value**” means the market value per \$1 of notional amount calculated using the Bloomberg SWPM function calculated on the End Date, calculated to six decimal places, for each respective Benchmark Swap. The change in the market value of the swaps caused by movements in swap rates will be calculated using the following process.

1. The swap curve (found in the “**Curves**” tab of the function) will be populated using the Final Swap Rates for all terms of two years and greater. Interest rates for terms of one year and shorter will be taken from the mid rates of Bloomberg Canadian dollar swap curve (swap curve #4). The

interpolation method used for curve calculation purposes will be set to “Piecewise Linear (Simple)”.

2. For each swap term, the following terms will be entered:

Fixed pay or receive	Pay fixed
Fixed coupon	Initial Swap Rate for each Benchmark Swap, respectively
Currency	CAD
Calculation basis	Money market
Effective date	Final Swap Effective Date
Maturity	Final Swap Effective Date plus the swap term for each Benchmark Swap, respectively
Fixed payment frequency	Annual for the one-year swap; semi-annual for all other swaps
Fixed day count	Actual/365
Fixed discount curve	4 / Mid
Index	CDOR03
Floating payment frequency	Annual for the one-year swap; semi-annual for all other swaps
Floating reset frequency	Quarterly
Floating day count	Actual/365
Floating discount curve	Curve #4 / Mid
Floating forward curve	Curve #4 / Mid
Curve date	End Date
Valuation date	End Date
Calculate	Premium

3. The Final Swap Value is calculated using the formula below where the Bloomberg SWPM function is used to determine the value of the fixed leg of each respective Benchmark Swap, assuming for this purpose that the notional amount of the swap is \$1,000,000. *(Note: The market value of the fixed leg of the swap will be a negative number as it represents the pay leg of the swap.)*

$$\text{Final Swap Value}_i = \frac{1,000,000 + \text{FL}_i}{1,000,000}$$

where: FL_i = Market value of the fixed leg for Benchmark Swap i calculated assuming a notional amount of \$1,000,000 in the SWPM calculator

“**Final Swaps Market Value**” means the sum of the Final Swap Value multiplied by the Swap Hedge Amount for each of the respective Benchmark Swaps.

$$\text{Final Swaps Market Value} = \sum_{i=1}^{15} \text{HA}_i \times \text{FP}_i$$

where: HA_i = Swap Hedge Amount for Benchmark Swap i
 FP_i = Final Swap Value for Benchmark Swap i

“**Hedge Gain/Loss**” means the Initial Bonds Market Value less the Final Bonds Market Value plus the Final Swaps Market Value. *(Note: if the Hedge Gain/Loss is positive, the Payment Adjustment Amount*

will be positive; if the Hedge Gain/Loss is negative, the Payment Adjustment Amount will be negative.)

“Initial Annualized Swap Rate” equals the Initial Swap Rate converted to an effective annual interest rate.

“Initial Bond Price” means the bid side price per \$100 of par value for each of the respective Benchmark Bonds on the Start Date for settlement on the Initial Bond Settlement Date. Initial Bond Prices will be the average of bid side prices received from a survey of three independent financial institutions active in the Canadian bond market. This survey will be taken at 9:00 a.m. Alberta Time on the Start Date and will be delivered via email to each Proponent immediately thereafter.

“Initial Bond Settlement Date” means the Target End Date plus two business days for Benchmark Bonds with less than three years to maturity (measured from the Target End Date) and the Target End Date plus three business days for all other Benchmark Bonds.

“Initial Bond Yield” means the effective annual yield for each of the respective Benchmark Bonds corresponding to such bond’s respective Initial Bond Price. *(Note: Canadian bond yields are typically quoted on a semi-annual basis. Initial Bond Yields will be calculated as an effective annual yield for this process.)*

“Initial Bonds Market Value” means the sum of the Initial Bond Price for each of the respective Benchmark Bonds divided by 100 multiplied by the respective Bond Hedge Amounts.

$$\text{Initial Bonds Market Value} = \sum_{i=1}^{15} \text{HA}_i \times \text{IP}_i \div 100$$

where: HA_i = Bond Hedge Amount for Benchmark Bond i
 IP_i = Initial Bond Price for Benchmark Bond i

“Initial Swap Rate” means the interest rate on the fixed leg for each of the respective Benchmark Swaps on the Start Date. Initial Swap Rates will be the average of mid rates received from a survey of three independent financial institutions active in Canadian dollar swap markets. The effective date for the Benchmark Swaps for calculating Initial Swap Rates will be the Target End Date. This survey will be taken at 9:00 a.m. Alberta Time on the Start Date and will be delivered via email to each Proponent immediately thereafter. *(Note: Swap rates in Canada are typically quoted on a semi-annual payment basis, except for one-year swaps which are quoted on an annual payment basis.)*

“Payment Adjustment Amount” means the dollar amount that the Capital Payment Offer will be adjusted by as a result of interest rate and swap rate changes to determine the Final Capital Payment. The Payment Adjustment Amount will be determined by the formula below.

$$\text{Payment Adjustment Amount} = \frac{H \times (1 + A)^T \times I}{1 - \frac{1}{(1 + I)^{360}}}$$

$$I = (1 + A)^{1/12} - 1$$

where: H = Hedge Gain/Loss

T = The number of years between the Traffic Availability Target Date (November 1,

2016) and the End Date, calculated as the number of days between the Traffic Availability Target Date and the End Date divided by 365

A = Adjusted Weighted Average Cost of Capital

I = Effective monthly Adjusted Weighted Average Cost of Capital

“Present Value of Capital Payment Offer” means the present value of the stream of fixed monthly Capital Payments as stated in the Financial Offer (Form G1) discounted at the Weighted Average Cost of Capital to the Total Availability Target Date, November 1, 2016.

“Start Date” means March 12, 2012 (*two Business Days prior to the submission of Submission Requirement Package 3*).

“Swap Hedge Amount” means the swap notional amounts identified by the Proponent for each of the respective Benchmark Swaps.

“Target End Date” means May 16, 2012 (*the expected date for execution of the DBFO Agreement*).

“Toronto Business Day” means a day other than a Saturday, Sunday, or statutory holiday in the province of Ontario.

“Weighted Average Cost of Capital” means the Proponent’s effective annual weighted average cost of capital, as disclosed in Form G2 and accepted by the Department acting reasonably, and having regard to the weighted average cost of capital, as shown in the Final Financial Model submitted in Submission Requirement Package 3.

Payment Adjustment Amount Calculation Example

Note that all rates and amounts shown in this example are intended for illustration purposes only.

1. Initial Bond Prices, Initial Bond Yields and Initial Swap Rates

To determine the Initial Bond Prices, Initial Bond Yields, and Initial Swap Rates, the Province will conduct a survey of three independent financial institutions active in the Canadian bond market. This survey will be taken at 9:00 a.m. Alberta Time on the Start Date and will be delivered via email to each Proponent as soon as practicable thereafter.

Benchmark Bond	Initial Bond Price [*]	Semi-Annual Yield	Initial Bond Yield ^{**}
Canada 1.75% March 1, 2013	100.048	1.687%	1.694%
Canada 2.00% March 1, 2014	99.962	2.021%	2.031%
Canada 2.50% June 1, 2015	100.885	2.196%	2.208%
Canada 2.00% June 1, 2016	100.660	2.532%	2.548%
Canada 4.00% June 1, 2017	106.005	2.714%	2.732%
Canada 4.25% June 1, 2018	107.697	2.851%	2.871%
Canada 3.75% June 1, 2019	104.765	2.993%	3.015%
Canada 3.50% June 1, 2020	102.679	3.120%	3.144%
Canada 3.25% June 1, 2021	100.272	3.215%	3.241%

Canada 8.00% June 1, 2023	143.034	3.310%	3.337%
Canada 8.00% June 1, 2027	153.961	3.388%	3.417%
Canada 5.75% June 1, 2029	155.090	3.577%	3.609%
Canada 5.75% June 1, 2033	130.834	3.639%	3.672%
Canada 5.00% June 1, 2037	121.859	3.659%	3.692%
Canada 4.00% June 1, 2041	106.922	3.613%	3.646%

**Bond prices reflect forward settlement: two business days after the Target End Date for bonds with maturities less than three years (May 18, 2012) and three business days after the Target End Date for all other bonds (May 22, 2012).*

***The semi-annual yield is converted to an effective annual rate to arrive at the Initial Bond Yield for each Benchmark Bond*

Benchmark Swap	Initial Swap Rate *	Initial Annualized Swap Rate **
1 Year	1.556%	1.556%
2 Year	1.839%	1.902%
3 Year	2.189%	2.201%
4 Year	2.443%	2.458%
5 Year	2.664%	2.682%
6 Year	2.865%	2.886%
7 Year	3.044%	3.067%
8 Year	3.204%	3.230%
9 Year	3.348%	3.376%
10 Year	3.480%	3.510%
12 Year	3.711%	3.745%
15 Year	3.947%	3.986%
20 Year	4.091%	4.133%
25 Year	4.047%	4.088%
30 Year	4.007%	4.047%

**Based on the swap terms listed in the definitions, including an effective date equal to the Target End Date (May 16, 2012).*

***Calculated by converting the swap rates from the survey from a semi-annual rate to an effective annual rate, except for the one year swap which is stated on an effective annual basis by market convention.*

2. Bond Hedge Amounts, Swap Hedge Amounts and Weighted Average Cost of Capital

Benchmark Bond	Bond Hedge Amount
Canada 1.75% March 1, 2013	(5,000,000)
Canada 2.00% March 1, 2014	(5,000,000)
Canada 2.50% June 1, 2015	(5,000,000)
Canada 2.00% June 1, 2016	12,500,000
Canada 4.00% June 1, 2017	12,500,000
Canada 4.25% June 1, 2018	12,500,000
Canada 3.75% June 1, 2019	12,500,000
Canada 3.50% June 1, 2020	12,500,000
Canada 3.25% June 1, 2021	12,500,000

Canada 8.00% June 1, 2023	12,500,000
Canada 8.00% June 1, 2027	12,500,000
Canada 5.75% June 1, 2029	12,500,000
Canada 5.75% June 1, 2033	12,500,000
Canada 5.00% June 1, 2037	12,500,000
Canada 4.00% June 1, 2041	12,500,000

Benchmark Swap	Swap Hedge Amount
1 Year	(5,000,000)
2 Year	(5,000,000)
3 Year	(5,000,000)
4 Year	12,500,000
5 Year	12,500,000
6 Year	12,500,000
7 Year	12,500,000
8 Year	12,500,000
9 Year	12,500,000
10 Year	12,500,000
12 Year	12,500,000
15 Year	12,500,000
20 Year	12,500,000
25 Year	12,500,000
30 Year	12,500,000
Weighted Average Cost of Capital	6.500%

3. Calculation of Initial Bonds Market Value

Benchmark Bond	Initial Bond Price	Hedge Amounts	Initial Market Value
Canada 1.75% March 1, 2013	100.048	(5,000,000)	(5,002,400)
Canada 2.00% March 1, 2014	99.962	(5,000,000)	(4,998,100)
Canada 2.50% June 1, 2015	100.885	(5,000,000)	(5,044,250)
Canada 2.00% June 1, 2016	100.660	12,500,000	12,582,500
Canada 4.00% June 1, 2017	106.005	12,500,000	13,250,625
Canada 4.25% June 1, 2018	107.697	12,500,000	13,462,125
Canada 3.75% June 1, 2019	104.765	12,500,000	13,095,625
Canada 3.50% June 1, 2020	102.679	12,500,000	12,834,875
Canada 3.25% June 1, 2021	100.272	12,500,000	12,534,000
Canada 8.00% June 1, 2023	143.034	12,500,000	17,879,250
Canada 8.00% June 1, 2027	153.961	12,500,000	19,245,125
Canada 5.75% June 1, 2029	155.090	12,500,000	19,386,250
Canada 5.75% June 1, 2033	130.834	12,500,000	16,354,250
Canada 5.00% June 1, 2037	121.859	12,500,000	15,232,375
Canada 4.00% June 1, 2041	106.922	12,500,000	13,365,250
Initial Bonds Market Value			164,177,500

4. Final Bond Prices, Final Bond Yields and Final Swap Rates

- Final Bond Prices, Final bond Yields, and Final Swap Rates will be determined through a survey of three financial institutions on the End Date (assumed to be May 16, 2012 for this example) and emailed to the Preferred Proponent as soon as practicable thereafter.

Benchmark Bond	Final Bond Price [*]	Semi-Annual Yield	Final Bond Yield ^{**}
Canada 1.75% March 1, 2013	99.853	1.937%	1.946%
Canada 2.00% March 1, 2014	99.526	2.271%	2.284%
Canada 2.50% June 1, 2015	100.156	2.446%	2.461%
Canada 2.00% June 1, 2016	97.040	2.782%	2.801%
Canada 4.00% June 1, 2017	104.805	2.964%	2.986%
Canada 4.25% June 1, 2018	106.272	3.101%	3.125%
Canada 3.75% June 1, 2019	103.162	3.243%	3.269%
Canada 3.50% June 1, 2020	100.907	3.370%	3.398%
Canada 3.25% June 1, 2021	98.345	3.465%	3.495%
Canada 8.00% June 1, 2023	140.201	3.560%	3.592%
Canada 8.00% June 1, 2027	150.151	3.638%	3.671%
Canada 5.75% June 1, 2029	123.896	3.827%	3.864%
Canada 5.75% June 1, 2033	126.562	3.889%	3.927%
Canada 5.00% June 1, 2037	117.317	3.909%	3.947%
Canada 4.00% June 1, 2041	102.377	3.863%	3.900%

^{*}The End Date is assumed to be May 16, 2012 for this example. Bond prices reflect settlement data as per the Final Bond Settlement Date definition: two days after the End Date for bonds with maturities less than three years (May 18, 2012) and three days for all other bonds (May 22, 2012).

^{**}The semi-annual yield is converted to an effective annual rate to arrive at the Final Bond Yield for each Benchmark Bond.

Benchmark Swap	Final Swap Rate [*]	Final Annualized Swap Rate ^{**}
1 Year	1.706%	1.706%
2 Year	2.043%	2.053%
3 Year	2.339%	2.353%
4 Year	2.593%	2.609%
5 Year	2.814%	2.834%
6 Year	3.015%	3.038%
7 Year	3.194%	3.219%
8 Year	3.354%	3.382%
9 Year	3.498%	3.529%
10 Year	3.630%	3.663%
12 Year	3.861%	3.898%
15 Year	4.097%	4.139%
20 Year	4.241%	4.286%
25 Year	4.197%	4.241%

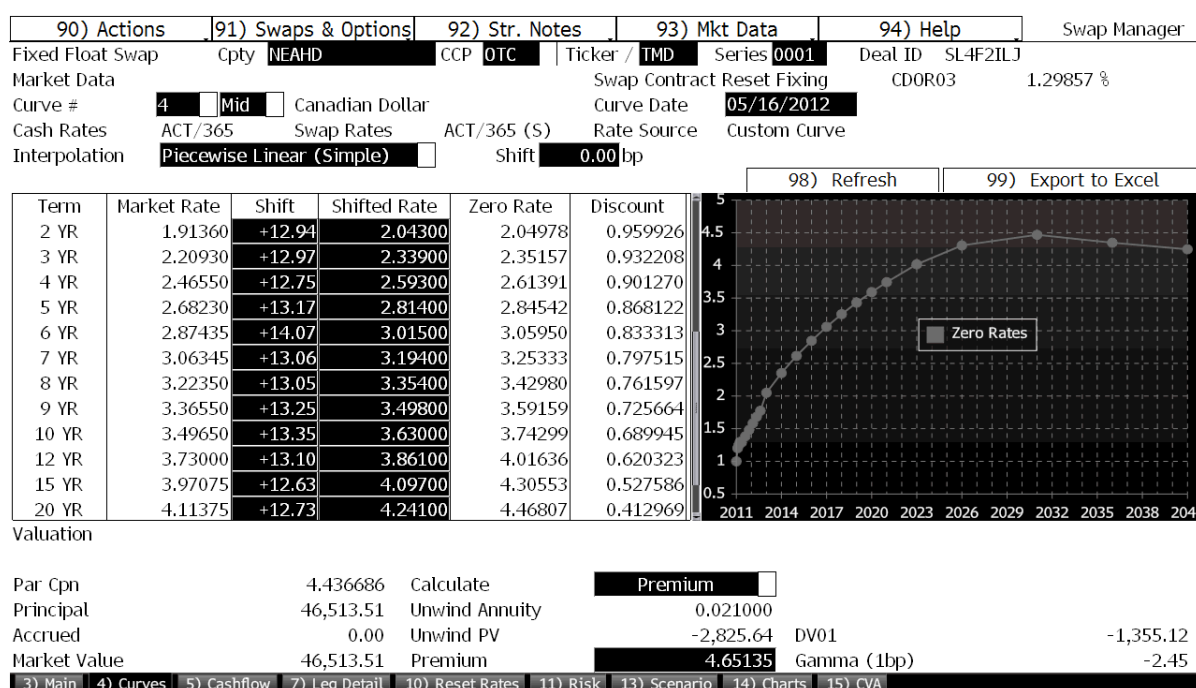
30 Year 4.157% 4.200%

**Based on the swap terms listed in the definitions. The Final Swap Effective Date is assumed to be May 16, 2012.*

***Calculated by converting the swap rates from the survey from a semi-annual rate to an effective annual rate, except for the one year swap which is stated on an effective annual basis by market convention.*

5. Calculation of Final Swap Values

- Calculation of Final Swap Values is made using the SWPM function in Bloomberg. The first step is to construct the swap curve using the Final Swap Rates for terms of two years and greater and from Bloomberg Curve #4 for terms of less than two years as shown in the diagram.



- The second step is to value each of the Benchmark Swaps via the Main SWPM screen using the Initial Swap Rate as the fixed rate for the fixed leg of each respective Benchmark Swap. Each Benchmark Swap is set up with the same basic features as described in the definitions and shown in the diagram that follows, which displays the example calculation for the 20-year swap.
- In the diagram, the Final Swap Value is calculated as the sum of the notional amount (1,000,000) and the value of the fixed leg as calculated by SWPM (-953,486); this sum (46,514) is divided by the notional amount (1,000,000) to determine the Final Swap Value (0.046514).

90) Actions		91) Swaps & Options		92) Str. Notes		93) Mkt Data		94) Help		Swap Manager	
Fixed Float Swap		Cpty	NEAHD	CCP	OTC	Ticker /	TMD	Series	0001	Deal ID	SL4F2ILJ
31) Load		32) Save		34) Send		35) VCON		36) Ticketing		37) Add to Portfolio	
Leg 1		Pay Fixed		Leg 2		Receive Float					
Notional	1MM	Leg ID	SL4F2ILK	Notional	1MM	Leg ID	SL4F2ILL				
Currency	CAD	Coupon	4.091000 %	Currency	CAD	Index	CDOR03				
Effective	05/16/2012	Calc Basis	Money Mkt	Effective	05/16/2012	Latest Index	2.04701				
Maturity	05/16/2032	Day Count	ACT/365	Maturity	05/16/2032	Tenor	3 Month				
Pay Freq	SemiAnnual	Unwind Cpn	4.070000 %	Reset Freq	Quarterly	Leverage	1.00000				
				Pay Freq	SemiAnnual	Spread	0.00 bp				
						Day Count	ACT/365				
MV	-953,486.49	Accrued	0.00	MV	1,000,000.00	Accrued	0.00				
Premium	-95.35	DV01	-1,355.12	Premium	100.00	DV01	0.00				
Market											
Dscnt Curve	4 Mid	Canadian Dollar		Dscnt Curve	4 Mid	Canadian Dollar					
				Fwd Curve	4 Mid	Canadian Dollar					
Curve Date	05/16/2012	Valuation	05/16/2012								
Par Cpn	4.436686	Calculate	Premium								
Principal	46,513.51	Unwind Annuity	0.021000								
Accrued	0.00	Unwind PV	-2,825.64	DV01	-1,355.12						
Market Value	46,513.51	Premium	4.65135	Gamma (1bp)	-2.45						
3) Main 4) Curves 5) Cashflow 7) Leg Detail 10) Reset Rates 11) Risk 13) Scenario 14) Charts 15) CVA											

- Using the SWPM calculator, the Final Swap Value for each of the respective Benchmark Swaps is listed below.

Benchmark Swap	Swap Fixed Rate	Value of Fixed Leg*	Final Swap Value
1 Year	1.556%	-0.989999	0.010001
2 Year	1.893%	-0.983212	0.016788
3 Year	2.189%	-0.977592	0.022408
4 Year	2.443%	-0.973067	0.026933
5 Year	2.664%	-0.981358	0.018642
6 Year	2.865%	-0.965318	0.034682
7 Year	3.044%	-0.962263	0.037737
8 Year	3.204%	-0.959447	0.040553
9 Year	3.348%	-0.957010	0.042990
10 Year	3.480%	-0.954691	0.045309
12 Year	3.711%	-0.952486	0.047514
15 Year	3.947%	-0.952453	0.047547
20 Year	4.091%	-0.953486	0.046514
25 Year	4.047%	-0.951298	0.048702
30 Year	4.007%	-0.953329	0.046671

*The value of the fixed leg is taken from SWPM and stated per \$1 of notional amount

6. Calculation of Final Bonds Market Value and Final Swaps Market Value

Benchmark Bond	Final Bond Price	Bond Hedge Amount	Final Market Value
Canada 1.75% March 1, 2013	99.853	(5,000,000)	(4,992,650)
Canada 2.00% March 1, 2014	99.526	(5,000,000)	(4,976,300)
Canada 2.50% June 1, 2015	100.156	(5,000,000)	(5,007,800)
Canada 2.00% June 1, 2016	97.040	12,500,000	12,130,000
Canada 4.00% June 1, 2017	104.805	12,500,000	13,100,625
Canada 4.25% June 1, 2018	106.272	12,500,000	13,284,000
Canada 3.75% June 1, 2019	103.162	12,500,000	12,895,250
Canada 3.50% June 1, 2020	100.907	12,500,000	12,613,375
Canada 3.25% June 1, 2021	98.345	12,500,000	12,293,125
Canada 8.00% June 1, 2023	140.201	12,500,000	17,525,125
Canada 8.00% June 1, 2027	150.151	12,500,000	18,768,875
Canada 5.75% June 1, 2029	123.896	12,500,000	15,487,000
Canada 5.75% June 1, 2033	126.562	12,500,000	15,820,250
Canada 5.00% June 1, 2037	117.317	12,500,000	14,664,625
Canada 4.00% June 1, 2041	102.377	12,500,000	12,797,125
Final Bonds Market Value			156,402,625

Benchmark Swap	Swap Hedge Amount	Final Swap Value	Final Swap Market Value
1 Year	(5,000,000)	0.010001	(50,003)
2 Year	(5,000,000)	0.016788	(83,939)
3 Year	(5,000,000)	0.022408	(112,039)
4 Year	12,500,000	0.026933	336,659
5 Year	12,500,000	0.018642	233,019
6 Year	12,500,000	0.034682	433,521
7 Year	12,500,000	0.037737	471,711
8 Year	12,500,000	0.040553	506,911
9 Year	12,500,000	0.042990	537,377
10 Year	12,500,000	0.045309	566,360
12 Year	12,500,000	0.047514	593,923
15 Year	12,500,000	0.047547	594,335
20 Year	12,500,000	0.046514	581,419
25 Year	12,500,000	0.048702	608,777
30 Year	12,500,000	0.046671	583,385
Final Swaps Market Value			5,801,414

7. Calculation of Hedge Gain/Loss

Initial Bonds Market Value	164,177,500
Less: Final Bonds Market Value	156,402,625
Plus: Final Swaps Market Value	5,801,414
Hedge Gain/Loss	13,576,289

8. Calculation of Adjusted Weighted Average Cost of Capital

Benchmark Bond	Final Bond Yield	Initial Bond Yield	Change in Yield
Canada 1.75% March 1, 2013	1.946%	1.694%	0.252%
Canada 2.00% March 1, 2014	2.284%	2.031%	0.253%
Canada 2.50% June 1, 2015	2.461%	2.208%	0.253%
Canada 2.00% June 1, 2016	2.801%	2.548%	0.253%
Canada 4.00% June 1, 2017	2.986%	2.732%	0.254%
Canada 4.25% June 1, 2018	3.125%	2.871%	0.254%
Canada 3.75% June 1, 2019	3.269%	3.015%	0.254%
Canada 3.50% June 1, 2020	3.398%	3.144%	0.254%
Canada 3.25% June 1, 2021	3.495%	3.241%	0.254%
Canada 8.00% June 1, 2023	3.592%	3.337%	0.255%
Canada 8.00% June 1, 2027	3.671%	3.417%	0.254%
Canada 5.75% June 1, 2029	3.864%	3.609%	0.255%
Canada 5.75% June 1, 2033	3.927%	3.672%	0.255%
Canada 5.00% June 1, 2037	3.947%	3.692%	0.255%
Canada 4.00% June 1, 2041	3.900%	3.646%	0.254%

Benchmark Bond	Bond Hedge Amount	Initial Bond Price	Initial Absolute Market Value	Calculation *
Canada 1.75% March 1, 2013	(5,000,000)	100.048	5,002,400	12,606
Canada 2.00% March 1, 2014	(5,000,000)	99.962	4,998,100	12,645
Canada 2.50% June 1, 2015	(5,000,000)	100.885	5,044,250	12,762
Canada 2.00% June 1, 2016	12,500,000	100.660	12,582,500	31,834
Canada 4.00% June 1, 2017	12,500,000	106.005	13,250,625	33,657
Canada 4.25% June 1, 2018	12,500,000	107.697	13,462,125	34,194
Canada 3.75% June 1, 2019	12,500,000	104.765	13,095,625	33,263
Canada 3.50% June 1, 2020	12,500,000	102.679	12,834,875	32,601
Canada 3.25% June 1, 2021	12,500,000	100.272	12,534,000	31,836
Canada 8.00% June 1, 2023	12,500,000	143.034	17,879,250	45,592
Canada 8.00% June 1, 2027	12,500,000	153.961	19,245,125	48,883
Canada 5.75% June 1, 2029	12,500,000	155.090	19,386,250	49,435
Canada 5.75% June 1, 2033	12,500,000	130.834	16,354,250	41,703
Canada 5.00% June 1, 2037	12,500,000	121.859	15,232,375	38,843
Canada 4.00% June 1, 2041	12,500,000	106.922	13,365,250	33,948
Totals			194,267,000	493,800
			(B)	(Y)

* Change in Yield multiplied by the Absolute Initial Bonds Market Value for each respective Benchmark Bond

Benchmark Swap	Final Annualized Swap Rate	Initial Annualized Swap Rate	Change in Rate
1 Year	1.706%	1.556%	0.150%
2 Year	2.053%	1.902%	0.151%
3 Year	2.353%	2.201%	0.152%
4 Year	2.609%	2.458%	0.151%
5 Year	2.834%	2.682%	0.152%
6 Year	3.038%	2.886%	0.152%
7 Year	3.219%	3.067%	0.152%
8 Year	3.382%	3.230%	0.152%
9 Year	3.529%	3.376%	0.153%
10 Year	3.663%	3.510%	0.153%
12 Year	3.898%	3.745%	0.153%
15 Year	4.139%	3.986%	0.153%
20 Year	4.286%	4.133%	0.153%
25 Year	4.241%	4.088%	0.153%
30 Year	4.200%	4.047%	0.153%

Benchmark Swap	Swap Hedge Amount	Absolute Swap Hedge Amount	Calculation *
1 Year	(5,000,000)	5,000,000	7,500
2 Year	(5,000,000)	5,000,000	7,550
3 Year	(5,000,000)	5,000,000	7,600
4 Year	12,500,000	12,500,000	18,875
5 Year	12,500,000	12,500,000	19,000
6 Year	12,500,000	12,500,000	19,000
7 Year	12,500,000	12,500,000	19,000
8 Year	12,500,000	12,500,000	19,000
9 Year	12,500,000	12,500,000	19,125
10 Year	12,500,000	12,500,000	19,125
12 Year	12,500,000	12,500,000	19,125
15 Year	12,500,000	12,500,000	19,125
20 Year	12,500,000	12,500,000	19,125
25 Year	12,500,000	12,500,000	19,125
30 Year	12,500,000	12,500,000	19,125
Totals		165,000,000	251,400
		(S)	(R)

* Change in Rate multiplied by the Absolute Swap Hedge Amount for each respective Benchmark Swap

W = Weighted Average Cost of Capital
= 6.50%

$$\begin{aligned}
Y &= \text{Sum of Weighted Bond Yield Changes} \\
&= \sum_{i=1}^{15} (FY_i - IY_i) \times |HA_i| \times \frac{IP_i}{100} \quad \text{where: } FY_i = \text{Final Bond Yield for each Benchmark Bond } i \\
&= 493,800 \quad \text{where: } IY_i = \text{Initial Bond Yield for each Benchmark Bond } i \\
&\quad \text{where: } HA_i = \text{Bond Hedge Amount for each Benchmark Bond } i \\
&\quad \text{where: } IP_i = \text{Initial Bond Price for each Benchmark Bond } i \\
\\
R &= \text{Sum of Weighted Swap Rate Changes} \\
&= \sum_{i=1}^{15} (FR_i - IR_i) \times |SH_i| \quad \text{where: } FR_i = \text{Final Annualized Swap Rate for each Benchmark Swap } i \\
&= 251,400 \quad \text{where: } IR_i = \text{Initial Annualized Swap Rate for each Benchmark Swap } i \\
&\quad \text{where: } SH_i = \text{Swap Hedge Amount for each Benchmark Swap } i \\
\\
B &= \text{Sum of Absolute Initial Bond Market Values} \\
&= \sum_{i=1}^{15} |HA_i| \times \frac{IP_i}{100} \quad \text{where: } HA_i = \text{Bond Hedge Amount for each Benchmark Bond } i \\
&= 194,267,00 \quad \text{where: } IP_i = \text{Initial Bond Price for each Benchmark Bond } i \\
\\
S &= \text{Sum of Absolute Swap Hedge Amounts} \\
&= \sum_{i=1}^{15} |SH_i| \quad \text{where: } SH_i = \text{Swap Hedge Amount for each Benchmark Swap } i \\
&= 165,000,000
\end{aligned}$$

$$\begin{aligned}
\text{Adjusted Weighted Average Cost of Capital} &= W + \frac{Y + R}{B + S} \\
&= 6.50\% + \frac{493,800 + 251,400}{194,267,000 + 165,000,000} \\
&= 6.707\%
\end{aligned}$$

Adjusted Weighted Average Cost of Capital	6.707%
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9. Calculation of Payment Adjustment Amount

$$\begin{aligned}
H &= \text{Hedge Gain/Loss} \\
&= 13,576,289 \\
\\
A &= \text{Adjusted Weighted Average Cost of Capital} \\
&= 6.707\% \\
\\
I &= \text{Effective Monthly Adjusted Weighted Average Cost of Capital} \\
&= (1 + A)^{1/12} - 1 \\
&= (1 + 0.06707)^{1/12} - 1 \\
&= 0.54247\% \\
\\
T &= (\text{Traffic Availability Target Date} - \text{End Date}) \div 365 \\
&= (\text{November 1, 2016} - \text{May 16, 2012}) \div 365
\end{aligned}$$

$$= 4.4658$$

$$\begin{aligned} \text{Payment Adjustment Amount} &= \frac{H \times (1 + A)^T \times I}{1 - \frac{1}{(1 + I)^{360}}} \\ &= \frac{13,576,289 \times (1 + 0.06707)^{4.4658} \times 0.0054247}{1 - \frac{1}{(1 + 0.0054247)^{360}}} \\ &= 114,786.52 \end{aligned}$$

Payment Adjustment Amount	114,786.52
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Payment Adjustment Amount Calculation Process

The administrative process for actually calculating the Payment Adjustment Amount and the replacement of Appendix 1 to Schedule 14 with a revised Table 2 of Form G1 shall be carried out by the Province in accordance with this Form G2 and as the process may be further detailed and clarified by the Province, acting reasonably (the “**Overall Process**”). The Overall Process shall be completed no later than 3:00 p.m. Alberta Time on the End Date. The Overall Process shall include:

- (a) the preparation of a revised Table 2 of Form G1 from SR3 to the RFP which would entail taking Table 2 of Form G1 from the Preferred Proponent’s SR Package 3 and applying the Payment Adjustment Amount to the Capital Payments;
- (b) circulating the revised Table 2 of Form G1 to the Contact Individual and the Department Representative for review and approval, with both parties acting reasonably; and
- (c) the replacement of Appendix 1 to Schedule 14 with the revised Table 2 of Form G1 as approved.

The Province may approve an alternative process for determining Final Bond Prices and Final Swap Rates at a mutually acceptable time on the End Date in order to facilitate a more efficient process for the Preferred Proponent (the “**Alternate Final Bond Prices and Final Swap Rates Determination Process**”). Any Alternate Final Bond Prices and Final Swap Rates Determination Process will need to include pricing that accurately reflects current market prices and rates and is received from independent parties. All other calculations in determining the Payment Adjustment Amount will not be changed. Any Alternate Final Bond Prices and Final Swap Rates Determination Process shall:

1. ensure the Overall Process (as amended) is completed no later than 3:00 p.m. Alberta Time on the End Date; and

2. have a procedure for resolving any disagreements over the execution of the Alternate Final Bond Prices and Final Swap Rates Determination Process.

If the Alternate Final Bond Prices and Final Swap Rates Determination Process has not been agreed to by the Province and the Preferred Proponent by 5:00 p.m. Alberta Time the day before the End Date or the Alternate Final Bond Prices and Final Swap Rates Determination Process has not been completed by 1:00 p.m. Alberta Time on the End Date, the Overall Process shall be carried out by the Province.

CAPITAL PAYMENT PRICE ADJUSTMENT ELECTION FORM
– FORM G2 (Actual form to be completed and submitted with SR
Package 3)

Complete this table whether or not the election to use Benchmark Bonds and/or Benchmark Swaps has been made

Weighted Average Cost of Capital	
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The Weighted Average Cost of Capital must be expressed as an effective annual rate.

Capital Payment Price Adjustment Process

Proponents must select **only one** of the following:

The capital payment adjustment process is accepted ☐

The capital payment adjustment process is declined ☐

Complete this table if the election to use the capital payment adjustment process has been made

Benchmark Bonds	Hedge Amounts (Par Value)	Initial Market Value
Canada 1.75% March 1, 2013		
Canada 2.00% March 1, 2014		
Canada 2.50% December 1, 2015		
Canada 2.00% June 1, 2016		
Canada 4.00% June 1, 2017		
Canada 4.25% June 1, 2018		
Canada 3.75% June 1, 2019		
Canada 3.50% June 1, 2020		
Canada 3.25% June 1, 2021		
Canada 8.00% June 1, 2023		
Canada 8.00% June 1, 2027		
Canada 5.75% June 1, 2029		
Canada 5.75% June 1, 2033		
Canada 5.00% June 1, 2037		
Canada 4.00% June 1, 2041		

Benchmark Swap	Swap Hedge Amount (Notional Amounts)
1 Year	
2 Year	
3 Year	
4 Year	
5 Year	
6 Year	
7 Year	
8 Year	
9 Year	
10 Year	
12 Year	
15 Year	
20 Year	
25 Year	
30 Year	

Constraints:

- 1. The Bond Hedge Amounts and Swap Hedge Amounts must be consistent with the Proponent's financing for the DBFO as shown in the Proponent's Final Financial Model.*
- 2. Bond Hedge Amounts and Swap Hedge Amounts must only be for hedging purposes and not for speculative purposes.*

Form H – The Department's Legal Counsel's Opinion

[on Alberta Justice Letterhead]

[Insert date]

**[ADDRESSES OF THE CONTRACTOR,
ITS LENDER (AS DEFINED IN
SCHEDULE 6 TO THE DBFO
AGREEMENT) AND THEIR
SOLICITORS]**

[PLEASE NOTE THAT REQUESTS TO ADD ADDRESSEES TO THE OPINION OTHER THAN THE ADDRESSEES NOTED ABOVE WILL BE CONSIDERED BY ALBERTA JUSTICE AT ITS DISCRETION AND REQUESTS TO ADD ADDRESSEES THAT ARE NOT EXACTLY IDENTIFIABLE AS AT THE DATE OF THE OPINION WILL MOST LIKELY BE DENIED BY ALBERTA JUSTICE.]

Dear Sirs:

Re: Design, Build, Finance and Operate Agreement dated •, 2012 (the "DBFO Agreement") and Direct Lender Agreement dated •, 2012 (the "Direct Lender Agreement")

We have acted as legal advisors for Her Majesty the Queen in right of Alberta (the "**Province**") in connection with the DBFO Agreement between the Province and **[insert name of contractor]** (the "**Contractor**") and in connection with the Direct Lender Agreement between the Province, the Contractor, and **[insert name of lender(s), trustee, or other representative]** in respect of Northeast Anthony Henday Drive in Edmonton (the "**Project**").

Except as otherwise set out herein, all capitalized terms have the respective meanings given to them in the DBFO Agreement.

For the purposes of this opinion, we have examined the following:

- (a) an executed copy of the DBFO Agreement;
- (b) an executed copy of the Direct Lender Agreement; and
- (c) such other documents and matters of law as we have considered necessary or appropriate for the purpose of this opinion.

Other than with respect to the execution of the DBFO Agreement and the Direct Lender Agreement by the Province, we have assumed the genuineness of all signatures and the conformity with originals of all

documents submitted to us as photocopies, by facsimile transmission or by Portable Document Format (“PDF”). In addition, we have assumed that the DBFO Agreement and the Direct Lender Agreement are within the capacity and powers of, have been validly authorized, executed and delivered by, and constitute legal, valid and binding obligations of, the other parties thereto enforceable against the other parties thereto in accordance with their terms.

This opinion is rendered solely with respect to the laws of Alberta and the federal laws of Canada applicable in Alberta in effect on the date of this opinion.

Based upon and subject to the foregoing, and subject to the assumptions, limitations and qualifications set forth herein, we are of the opinion that:

1. The execution and delivery by the Province of the DBFO Agreement and the Direct Lender Agreement and the performance by the Province of its obligations thereunder have been duly authorized by all necessary legislative, administrative, executive and other governmental action. The Province had full power, capacity and authority to execute and deliver the DBFO Agreement and the Direct Lender Agreement and to perform and observe its obligations thereunder.
2. All authorizations, approvals and other actions by, and all notices to and filings, registrations or recordings with, any governmental authority or regulatory body of the Province of Alberta required for the due execution, delivery or performance by the Province of the DBFO Agreement and the Direct Lender Agreement (in each case, including the making of payments thereunder) or to ensure the legality, validity and binding nature of the DBFO Agreement and the Direct Lender Agreement (in each case, including the making of payments thereunder) have been obtained.
3. The DBFO Agreement and the Direct Lender Agreement have been duly executed and delivered by the Province and constitute legal, valid and binding obligations of the Province enforceable against the Province in accordance with their terms.
4. Subject to Section 21.4 of the DBFO Agreement and Section 4.6 of the Direct Lender Agreement regarding the Dispute Resolution Procedure, neither the federal laws of Canada nor the laws of Alberta require the consent of any public official or authority to the commencement or prosecution of any action, suit or proceeding against the Province arising out of or relating to its obligations under the DBFO Agreement or the Direct Lender Agreement. Neither immunity from jurisdiction nor any defence based on the status of the Province is available to the Province in any such action, suit or proceeding in the Courts of Alberta under the federal laws of Canada or the laws of Alberta up to final judgment, except as provided in this opinion.

This opinion is subject to the following qualifications:

- a) general equitable principles may limit the enforceability of the DBFO Agreement or the Direct Lender Agreement against the Province, whether such enforcement is considered in a proceeding in equity or at law;
- b) the remedies of injunction and specific performance are not available against the Province; and

- c) judgments obtained against the Province may not, by virtue of the *Proceedings Against the Crown Act* (Alberta), be enforced by execution, attachment or process of that nature, but the *Proceedings Against the Crown Act* (Alberta) does provide that upon the receipt of a certificate of the proper officer of the court, in the event of a money judgment or an order for costs, or both, against the Province, the Minister of Finance shall pay out of the General Revenue Fund to the person entitled, or to the person's order, the amount appearing by the certificate to be due, together with the interest, if any, lawfully due.

This opinion is solely for the benefit of those persons to whom it is addressed and in connection with the transaction to which it relates and may not be used or relied upon by any other person or for any other purpose, or quoted or made public in any other way without our prior written consent. We expressly disclaim any undertaking or obligation to modify this opinion to reflect changes in facts or developments in the law which may occur after the date hereof.

Yours very truly,

DEPARTMENT OF JUSTICE, PROVINCE OF ALBERTA

Per: _____

[Name]

Barrister and Solicitor

Appendix 3

Definitions

Appendix 3 – Definitions

3.1 Defined Terms

“**Alberta Infrastructure**” means the Land Planning or the Property Management work unit of the Properties Division of the Province’s Ministry of Infrastructure; Brian DeJong (780) 427-8473 is the main contact for the DBFO.

“**Alberta Time**” means the time in the Province of Alberta in accordance with the *Daylight Saving Time Act* (Alberta).

“**Business Day**” means Monday to Friday except for holidays observed by the Province.

“**Construction Period**” means the time between execution of the DBFO Agreement and Traffic Availability (but excluding the day when Traffic Availability is achieved).

“**Construction Team**” means the Proponent’s Team Members who are responsible for the construction of the New Infrastructure.

“**Consultants**” means Department consultants who assist in the preparation of the RFQ and RFP and in the evaluation of responses to the RFQ and Proposals, and who may or may not assist throughout the term of the DBFO Agreement.

“**Contact Individual**” has the meaning as set out in Section 6.2.

“**Contact Organization**” has the meaning as set out in Section 6.2.

“**Contractor**” means the legal entity that has entered into the DBFO Agreement with the Province.

“**Copyrights**” means all copyright rights created by virtue of the common law or the provisions of the *Copyright Act* (Canada), in and to any and all literary, artistic, architectural, photographic, or any other works (including but not limited to written descriptions, plans, designs, layouts, renderings, dimensions, strategies, and technical information) contained in the Proposals or in the communications surrounding the development and presentation of the Proposals.

“**CNR**” means Canadian National Railway Company.

“**CPR**” means Canadian Pacific Railway Company.

“**DBFO**” means the design, build, financing and operation/rehabilitation of Northeast Anthony Henday Drive and the operation of the Existing Infrastructure, all in accordance with the DBFO Agreement.

“**DBFO Agreement**” means the agreement into which the Province and the Contractor will enter with respect to the DBFO, which is (in draft form) Volume 2 of this RFP.

“**Department**” means Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation.

“**Department Representative**” means the sole individual appointed by the Department that all information in respect of this procurement is to be issued to or received from.

“**Design Team**” means the Proponent’s Team Members who are responsible for the design of the New Infrastructure.

“**DFO**” means the Federal Department of Fisheries and Oceans.

“**Electronic Data Room**” has the meaning as set out in Section 5.5.

“**EMS**” means environmental management system.

“**Existing Infrastructure**” is a generally described in Section 1.7.1 and is detailed in the DBFO Agreement, and upon which the Successful Proponent will perform Existing O&M.

“**Existing O&M**” means the operation and maintenance of the Existing Infrastructure.

“**Fairness Auditor**” is Mr. Gary G. Campbell, Q.C. of GGC Consultants Inc.

“**Final Financial Model**” means the financial model supplied by Proponents in SR Package 3.

“**Final Financing Plan**” means the financing plan supplied by Proponents in SR Package 3.

“**Financial Offer**” means the financial offer supplied by a Proponent in SR Package 3 in the form provided in this ITP that is binding on that Proponent.

“**Financing and Initial Performance Letter of Credit**” means the letter of credit in the amount of \$40 million that the Successful Proponent is required to provide to the Department in accordance with the DBFO Agreement.

“**Financing Team**” means the Proponent’s Team Members who are responsible for the financing and the financial management of the DBFO.

“**Functional Plan**” has the meaning as set out in Section 2.3.

“**Government of Alberta**” means Her Majesty the Queen in right of Alberta.

“**Honorarium**” means the honorarium discussed in Section 5.15 of this ITP.

“**Index Factor**” means the basis for adjusting the O&M Payments for inflation as set out in Schedule 10 (Index Factor) to the DBFO Agreement.

“**Indicative Financial Model**” means the financial model supplied by Proponents in SR Package 2B.

“**Indicative Financing Plan**” means the financing plan supplied by Proponents in SR Package 2B.

“**Infrastructure**” means the combination of the New Infrastructure and the Existing Infrastructure.

“**ITP**” means the Instructions to Proponents (including the Submission Requirements), which constitutes Volume 1 of this RFP.

“Key Individuals” means the individuals that will play a lead role on behalf of a particular Team Member.

“Lead Team Member” means the Team Member in each of the Proponent’s Design Team/Construction Team, O&M Team, or Financing Team, that will direct and coordinate the activity of the other Team Members in each of these Teams respectively.

“Lenders” means the entities that provide financing to the Contractor for the DBFO.

“New Infrastructure” means the Northeast Anthony Henday Drive in Edmonton, Alberta comprising approximately 27 kilometres of a new 6- and 8- lane divided freeway (and related appurtenances such as drainage works, street lighting, traffic signals, signage and roadside barriers) on Anthony Henday Drive from Manning Drive (Highway 15) to Whitemud Drive (east), and on Highway 16 (Yellowhead Trail) from east of the North Saskatchewan River to east of the Sherwood Drive interchange; and includes, without limitation, the existing infrastructure as generally set out in Section 1.6.1 and as detailed in the DBFO Agreement.

“New O&M” means the operation, maintenance, and rehabilitation of the New Infrastructure.

“New Technology” means all discoveries, inventions, or ideas related to, and improvements to, processes, methods or devices or any combination thereof (“Improvements”) which the Proponents, or the Proponents and the Department, or their employees, agents, or contractors devise, conceive, invent or otherwise develop which Improvements are incorporated into the Proposal or are part of the communication surrounding the development and presentation of the Proposal, and may be required to be practiced by the further design, construction, operation and maintenance of the Infrastructure under the Proposal.

“O&M” means the New O&M and the Existing O&M.

“Operating Period” means the time from Traffic Availability (including the day Traffic Availability is achieved) until the end of the Term.

“Operation and Maintenance Team” or **“O&M Team”** means the Proponent’s Team Members who are responsible for the operation, maintenance and rehabilitation of the Infrastructure.

“Optional Innovation Submission” means the optional submission set out in Section 5.9.

“Preferred Proponent” means the Proponent that receives notification from the Department that it has submitted a compliant Proposal with the Financial Offer having the lowest total cost on a net present value basis.

“Preferred Proponent Deposit” has the meaning as set out in Section 5.12.

“Project” means the design and construction of the New Infrastructure.

“Project Lead” means the Team Member or combination of Team Members, and Key Individual or Key Individuals that are the directing mind and will of the Proponent.

“**Project Specifics**” means the section within the Technical Requirements or Schedule 18 to the DBFO Agreement that describes certain specific parameters and requirements for this DBFO.

“**Proponent**” means the Respondents that have been short-listed to proceed to the RFP stage.

“**Proposal**” means any or all of a Proponent’s Optional Innovation Submission, SR Package 1, SR Package 2, SR Package 2B, and SR Package 3.

“**Proposal Deposit**” has the meaning as set out in Section 5.12.

“**Province**” means Her Majesty the Queen in right of Alberta.

“**QMS**” means quality management system.

“**Respondent**” means any team of private sector participants that has submitted a submission in response to the RFQ.

“**RFP**” means the Request for Proposals for the DBFO, and includes the ITP, the DBFO Agreement, and the Technical Requirements.

“**RFQ**” means the Request for Qualifications for the DBFO issued March 2, 2011.

“**Road Right of Way**” means the lands described in Schedule 12 (Lands) to the DBFO Agreement as the Road Right of Way.

“**SR**” means Submission Requirement.

“**Submission**” means a response to the RFP, including the Optional Innovation Submission, comments on the draft DBFO Agreement, SR Package 1, SR Package 2, SR Package 2B, and SR Package 3.

“**Submission Requirements**” means Appendix 1 to the ITP (Volume 1 of the RFP).

“**Successful Proponent**” means the legal entity, as selected by the Preferred Proponent and as approved in advance and in writing by the Department acting reasonably, that will enter into the DBFO Agreement.

“**Team Member**” means the key business entities forming a particular Proponent.

“**Technical Requirements**” means the performance and other requirements for the DBFO, which is Schedule 18 to the DBFO Agreement.

“**Term**” means the period from and including the day that Traffic Availability is achieved to and including the day immediately preceding the earlier of:

- (i) 30 years from the day that Traffic Availability is achieved; and
- (ii) 30 years from November 1, 2016.

“**Traffic Availability**” means the date when the New Infrastructure can safely be opened to the public for use by vehicular traffic, and subject to section 5.15 of the DBFO Agreement, is the date of certification under section 5.14 of the DBFO Agreement.

“TUC” means Transportation/Utility Corridor around The City of Edmonton owned by Alberta Infrastructure.

“**Weighted Average Cost of Capital**” or “WACC” means the discount rate that when used to determine the sum of the present value of all capital (debt and equity) inflows and outflows results in a value of zero.

3.2 Interpretation

Other capitalized terms have the meaning assigned to them in the DBFO Agreement or within the text of the RFP.

References to the RFP or the DBFO Agreement, or to the documents which make up the appendices or schedules to the RFP or the DBFO Agreement, or to any part of the documents, shall be deemed to be references to the most current version of those documents, including all modifications, amendments and addenda thereto made and issued by the Department to Proponents.

References to a section, article or volume, without a further reference to another document or to a specific appendix to the RFP, shall be deemed to be references to that section, article or volume of the RFP, exclusive of appendices, unless the context otherwise expressly requires. References to a section or article of the RFP within a volume of the RFP shall be deemed to refer to the section or article within such volume of the RFP.

References to an appendix or volume by number in the RFP or in an appendix or volume to the RFP shall be deemed to be a reference to an appendix or volume (as applicable) of the RFP unless the context otherwise expressly indicates.

References to a statute include the statute as amended from time to time, and in the event that statute is repealed includes any successor legislation thereto including amendments to the successor legislation, and includes all regulations, by-laws and codes enacted thereunder as such regulations or by-laws or codes may be amended from time to time.

The terms “include”, “includes”, “including” and others of like import shall not be deemed limited by the specific enumeration of items but shall be deemed to be without limitation and interpreted as if the term was “including without limitation”.

Where a section, clause, paragraph or other part of any document includes a list of items, whether or not enumerated, the list of items will be construed and interpreted conjunctively as if each was connected to the other by the word “and”, unless the context specifically indicates the terms are to be construed and interpreted disjunctively by the use of the word “or” at the end of each item of the list.

Unless otherwise specified, all currency amounts are in Canadian dollars.