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**SCHEDULE 3**

**Part 2**

**TECHNICAL SUBMISSION REQUIREMENTS**

**1 TECHNICAL SUBMISSION**

- (a) The Proponent's Technical Submission must provide sufficient information to reasonably demonstrate to the City that the Proponent can meet the responsibilities and obligations of Project Co as set out in the Project Agreement.
- (b) Proponents will have their Technical Submission evaluated in accordance with the criteria and weight factors indicated in Section 2 of this Schedule 3, Part 2.
- (c) The Proponent's Technical Submission should be organized in accordance with the sequence and numbering of subjects and sub-headings described in Section 2 - Technical Submission Requirements of this RFP Schedule 3, Part 2.

**1 PROJECT APPROACH, MANAGEMENT SYSTEMS, AND PLANS**

- 1.1 Overall Approach and Proponent Team Structure and Organization
- 1.2 Quality Management System
- 1.3 Environmental Management System
- 1.4 Design and Construction Schedule
- 1.5 Safety Plan
- 1.6 Communications Plan
- 1.7 Risk Management Plan

**2 DESIGN AND CONSTRUCTION**

- 2.1 CN Rail Infrastructure Design Report
- 2.2 City Structures Design Report
- 2.3 Transitway and Roadway Infrastructure Design Report
- 2.4 Transitway Stations Design Report
- 2.5 Traffic Management Plan
- 2.6 Construction Management Plan and Commissioning Plan
- 2.7 Aesthetics and Landscaping Design Report
- 2.8 Utility Infrastructure Report

- 3 OPERATIONS, MAINTENANCE AND REHABILITATION
  - 3.1 OMR Plan
  - 3.2 OMR Services Schedule

**2 TECHNICAL SUBMISSION REQUIREMENTS**

| Submission Requirements  | Maximum Pages  | Evaluation Criteria   | Maximum Points     |
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| <p><b>1 PROJECT APPROACH, MANAGEMENT SYSTEMS, AND PLANS</b></p>  | <p>80, excluding experience table, organizational charts, schedules and drawings</p> | <p>Scale of 0 to 10</p>   | <p>Total of 70</p> |
| <p><b>1.1 Overall Approach and Proponent Team Structure and Organization</b></p>   |  |   | <p>10</p>          |
| <p>1. Provide a written narrative describing the Proponent’s approach to partnering and leadership of a collaborative and interactive process, including a description of the Proponent’s approach to:</p> <ul style="list-style-type: none"> <li>A. developing and maintaining an aligned and successful partnership with City Parties and collaborating and communicating with City Parties on an on-going basis to achieve the successful execution of the Project;</li> <li>B. facilitating integration of all stakeholders for informed collaboration through the life of the Project, specifically:                             <ul style="list-style-type: none"> <li>I. during Design and Construction;</li> <li>II. during transition stage from the Construction Period to the OMR Period; and</li> <li>III. during the OMR Period with specific reference to the City’s transit service requirements and snow clearing, snow hauling, and ice control operations.</li> </ul> </li> <li>C. pro-actively managing a fully co-ordinated process with governmental authorities, CN, Manitoba Hydro and other Utility Companies, with emphasis on timely interfaces during Design and Construction; and</li> <li>D. integrating best practices gleaned from the Proponent’s previous experience with respect to transit service requirements and snow clearing, snow hauling, and ice control operations.</li> </ul> <p>2. Provide a detailed, written narrative describing the Proponent’s team structure, organization and resources for each stage of the Project, including during Design and Construction, transition to the OMR Period and the OMR Period. The written narrative shall include:</p> <ul style="list-style-type: none"> <li>A. confirmation that the composition of the Proponent Team Members is the same as its submission to the RFQ;</li> <li>B. a description and illustration of the Proponent’s team structure, highlighting communication lines to the City;</li> </ul> |  | <ul style="list-style-type: none"> <li>1. Demonstrates effective partnership practices throughout the Project Term that are supportive of the Project;</li> <li>2. Demonstrates efficient mechanisms for achieving the approach to partnering and communications;</li> <li>3. Demonstrates supportive and inclusive engagement of the City;</li> <li>4. Demonstrates integration practices that are supportive of inclusive partnership between the Proponent’s team and the City;</li> <li>5. Demonstrates effective partnership practices throughout the Project Term that are inclusive of the City’s stakeholders;</li> <li>6. Demonstrates efficient integration practices that are supportive of the City’s stakeholders;</li> <li>7. Demonstrates pro-active practices that incorporate accountability and that are supportive of the Design and Construction Schedule and OMR Services Schedule;</li> <li>8. Demonstrates collaborative practices that build on past experiences;</li> <li>9. Demonstrates effective issue management and motivation to resolve issues in best interests of Project;</li> </ul> |                    |

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| <p>C. a description of the decision-making processes within the Proponent’s team for each stage of the Project;</p> <p>D. an organizational chart for the overall Project and for each stage of the Project, including the design development period, the Construction Period, transition to the OMR Period and the OMR Period, which includes all staff and subcontractors and shows, at a minimum:</p> <ul style="list-style-type: none"> <li>I. corporate resources and support;</li> <li>II. name of Qualified Rail Subcontractor or proposed rail subcontractor (approval process to determine if they are a Qualified Rail Subcontractor will be in accordance with RFP C6);</li> <li>III. positions as described in Schedule 18 to the Project Agreement and lines of reporting;</li> <li>IV. the participation rates of all individuals included in the organization chart, indicating percentage of time that will be allocated to the Project; and</li> <li>V. the specific location of all Key Individuals during the Project Term, whether at the New/OMR Infrastructure or at another location. Key Individuals include the following:                         <ul style="list-style-type: none"> <li>a. Project Manager;</li> <li>b. Lead Rail Manager; and</li> <li>c. Lead Construction Manager.</li> </ul> </li> </ul> <p>E. in tabular form, provide the experience and qualifications of all individuals included in the organizational charts, including educational background and degrees, professional affiliation, and years of experience in projects of similar scope.</p> |               | <p>10. Qualifications for the resources identified in the organizational chart will not be evaluated. Rather, the information is requested for the Proponent to demonstrate a complete team with a high level of resources;</p> <p>11. Demonstrates effective functional leadership and a strong line of communication between the Proponent team and the City;</p> <p>12. Demonstrates a high level of clarity with respect to the defined roles, responsibilities and delegated authorities within the Proponent team;</p> <p>13. Demonstrates effective decision-making processes within the Proponent team;</p> <p>14. Demonstrates a high relevancy of the Proponent team’s structure, depth of experience, organization and processes to the Project;</p> <p>15. Demonstrates a strong understanding of the Project’s requirements as reflected in the Proponent’s team structure, organization and processes;</p> <p>16. Demonstrates that the previous roles of the Key Individuals are equivalent to their proposed roles for this Project; and</p> <p>17. Demonstrates how the proposed Proponent team structure and organization meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</p> |                |

| Submission Requirements   | Maximum Pages | Evaluation Criteria   | Maximum Points |
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| <b>1.2 Quality Management System</b>  |               |   | 10             |
| <ol style="list-style-type: none"> <li>1. Provide a written narrative describing the Proponent’s approach to their Quality Management Plan that meets the requirements outlined in Schedule 18 of the Project Agreement which shall:                             <ol style="list-style-type: none"> <li>A. be consistent with all of the requirements of the ISO 9001:2008 Standard (and subsequent revisions) prepared specifically for this Project as per Schedule 18 of the Project Agreement;</li> <li>B. covers all activities, products and services related to Design and Construction and OMR Services of this Project; and</li> <li>C. demonstrates the Proponent has an overarching organizational Quality Management System that supports the Project specific Quality Management Plan.</li> </ol> </li> <li>2. Describe quality control and quality assurance practices to be employed by the Proponent’s Design and Construction team to achieve high standards of finish and workmanship throughout Design and Construction, including the following:                             <ol style="list-style-type: none"> <li>A. an outline of the quality control and quality assurance regime, noting third party inspections undertaken as part of the Design and Construction Quality Management Plan and including a description of the Proponent’s approach to monitoring, controlling and correction of non-conformities.</li> </ol> </li> <li>3. Describe quality control and quality assurance practices to be employed by the Proponent’s OMR Services team to achieve high standards of finish and workmanship throughout the OMR Period, including the following:                             <ol style="list-style-type: none"> <li>A. an outline of the quality control and quality assurance regime, noting third party inspections undertaken as part of the OMR Services Quality Management Plan and including a description of the Proponent’s approach to monitoring, controlling and correction of non-conformities.</li> </ol> </li> <li>4. A description of how this Quality Management System will be coordinated and managed across all stakeholders of the Project for consistency.</li> <li>5. A description of how the Proponent’s document management system will be coordinated and managed across all stakeholders of the Project.</li> </ol> |               | <ol style="list-style-type: none"> <li>1. Demonstrates a clear and complete understanding of the scope of the Quality Management System as set out in Schedule 18 of the Project Agreement;</li> <li>2. Demonstrates that the Proponent has an existing Quality Management System in place for services;</li> <li>3. Demonstrates that the Proponent has the tools and capability to deliver performance management and compliance monitoring results to the City;</li> <li>4. Demonstrates a clear process for issue identification and resolution;</li> <li>5. Demonstrates how the proposed Quality Management System meets or exceeds the requirements set out in Schedule 18 of the Project Agreement;</li> <li>6. Demonstrates how the execution schedule for the Quality Management System is integrated within the overall schedule for the Project; and</li> <li>7. Demonstrates that the Proponent has the tools and capability to manage the documentation for the Project.</li> </ol> |                |

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| <b>1.3 Environmental Management System</b>  |               |  | 10             |
| <p>1. Provide a written narrative describing the Proponent’s approach to their EMS as outlined in Schedule 18 of the Project Agreement that:</p> <ul style="list-style-type: none"> <li>A. covers all activities, products and services related to Design and Construction and OMR Services of this Project and meets the requirements of the EIA License No. 3121 dated December 18, 2014 issued to the City;</li> <li>B. ensures compliance with the applicable environmental federal, provincial and municipal Permits, Licences and Approvals and legislation; the stated Project performance requirements as well as compliance with the intent of such requirements; and</li> <li>C. provides a description of the EMS for each phase of Construction Period and the OMR Period for this Project. The Proponent shall demonstrate a clear understanding and commitment to environmental management.</li> </ul> <p>2. The Proponent shall provide in its EMS Plan the following detailed documented procedures or documents, for each phase of Construction Period and OMR Period of the Project. The procedures shall form the basis of the EMS to be implemented by Project Co.</p> <ul style="list-style-type: none"> <li>A. provide copies of its environmental policy or policies and include a description of the Proponent’s approach to environmental management and level of experience and commitment related to sound and proactive environmental management, planning, and protection for all phases of this Project. Also outline in this description the Proponent’s commitment to undertake the actions required to properly mitigate any potential effects of Project activities on the environment;</li> <li>B. provide a listing of the applicable environmental aspects and predicted impacts for all phases of the Project. Provide a description of the procedure that will be implemented that describes how the Proponent will identify and prioritize its environmental aspects and impacts through the life of the Project;</li> <li>C. provide a listing of the applicable environmental regulatory requirements as well as other (non-regulatory) environmental requirements that pertain to the Project. Describe how the listing of regulatory and other requirements will be maintained so that it is current with the legislation;</li> </ul> |               | <ul style="list-style-type: none"> <li>1. Demonstrates a clear understanding and commitment to environmental management;</li> <li>2. Demonstrates a strong understanding of the applicable environmental aspects and predicted impacts for all phases associated with the Project;</li> <li>3. Demonstrates sufficient resources and related roles and responsibilities to maintain an EMS;</li> <li>4. Demonstrates the Proponent’s commitment to undertake the actions required to properly mitigate any potential effects of Project activities on the environment;</li> <li>5. Provides a procedure that outlines the Proponent’s approach to ensure compliance with the applicable environmental federal, provincial and municipal Permits, Licences and Approvals and legislation as well as other non-regulatory environmental requirements the Proponent subscribes to;</li> <li>6. Demonstrates how the proposed EMS meets or exceeds the requirements set out in Schedule 18 of the Project Agreement and the EIA License; and</li> <li>7. Demonstrates how the execution schedule for the EMS is integrated within the overall schedule for the Project.</li> </ul> |                |

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| <p>D. provide a procedure that outlines the Proponent's approach to ensure compliance with the applicable environmental federal, provincial and municipal Permits, Licences and Approvals and legislation as well as other non-regulatory environmental requirements the Proponent subscribes to;</p> <p>E. provide a statement of goals and/or objectives of the EMS to ensure environmental protection, and promote continuous improvement. Identify measurable targets, timeliness and resources to meet these targets;</p> <p>F. provide a description of the roles, responsibilities, and authorities of the Proponent's environmental management team through all phases of Design and Construction and OMR Services of the Project. 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 shall demonstrate an effective functional relationship with other components of the Proponent's organization, with regulatory agencies, and with independent environmental monitors and/or auditors;</p> <p>G. provide a description of the Proponent's approach to continual improvement of the EMS through all phases of the Project including the role of top management in that process;</p> <p>H. provide a description of how the Proponent will ensure that all personnel working on its behalf will have the required knowledge of the EMS and that any person(s) performing tasks that have the potential to cause environmental impacts are competent on the basis of appropriate education, training or experience. Include in the description of the training program how the Proponent intends to communicate the significant environmental aspects of its Proposal, predicted impacts, required mitigative measures. Also describe how the Proponent will ensure that the EMS training program is kept current;</p> <p>I. provide a procedure that outlines the communication processes for external and internal environmental information including incident reporting. The communications plan should also include measures for responding to environmental inquiries from external stakeholders;</p> <p>J. provide a description of the kinds of documentation to be included in the EMS and how the documents shall be controlled to ensure that the most current information is available to the personnel who need it;</p> <p>K. identify the operational controls that will be put into place for effective environmental management for all phases of the Project. The operational controls may include operating procedures, environmental protection measures and environmental mitigation measures. The</p> |               |                     |                |

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| <p>operational controls need to be established in consideration of the environmental aspects that the Proponent has identified including but not limited to:</p> <ul style="list-style-type: none"> <li>I. topsoil and subsoil handling, storage and replacement;</li> <li>II. borrow excavation;</li> <li>III. dust control;</li> <li>IV. temporary and permanent sediment and erosion control during and after construction;</li> <li>V. vegetation clearing, establishment and management (including weed control);</li> <li>VI. invasive species control and management;</li> <li>VII. project watercourse crossing sites, including habitat compensation; and</li> <li>VIII. wetland replacement methodologies and maintenance/monitoring activities.</li> </ul> <ul style="list-style-type: none"> <li>L. provide procedures that outline the approach to implement measures to mitigate environmental impacts from unforeseen or unplanned events such as emergency events;</li> <li>M. provide a procedure(s) that demonstrates how the Proponent will identify, implement and maintain environmental monitoring programs for environmental protection. The monitoring programs should take into account the key characteristics of the Project that could have a significant environmental impact and how the Proponent proposes to communicate these results with the City and the regulatory authorities;</li> <li>N. provide a description of the kinds of environmental records that will be generated to demonstrate conformance to the Proponent’s EMS and how those records will be controlled to ensure that they are accessible and protected from loss or damage. The procedure should include environmental training records;</li> <li>O. provide a procedure that outlines the environmental audit program for the Project. The procedure should include instructions for both external and internal audits as well as auditor qualifications, audit scope, audit objectives and audit scheduling; and</li> <li>P. the Proponent shall provide a procedure that establishes the process by which all types of environmental non-conformances shall be treated. The process shall include how concerns are addressed in a responsible and timely manner considering corrective and preventative action processes.</li> </ul> |               |                     |                |



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| <b>1.4 Design and Construction Schedule</b>  |               |   | 10             |
| <ol style="list-style-type: none"> <li>1. Provide a descriptive narrative, accompanied by a simplified time schedule, of the Proponent’s proposed approach for implementing Design and Construction of the Project from Financial Close to Substantial Completion. Include the following:                             <ol style="list-style-type: none"> <li>A. sequence of work for the major components identified in Schedule 18 of the Project Agreement;</li> <li>B. Proponent’s plan to integrate its activities with consultant and subcontracted activities into scheduling and reporting systems for all phases of the Design and Construction of the Project; and</li> <li>C. description of how the successful Proponent shall approach re-scheduling to achieve recovery of time lost on the Design and Construction Schedule, including coordination (and, if necessary, enforcement) with consultants and subcontractors.</li> </ol> </li> <li>2. Provide a comprehensive description of the detailed time schedule, identifying and concisely describing the major activities, key tasks and milestones to be undertaken in connection with the Design and Construction from Financial Close to Substantial Completion.</li> <li>3. Provide a carefully considered Critical Path Method schedule using Microsoft Project or similar project management software including order of components, key tasks, critical stages and milestones related to the major design components identified in Schedule 18 of the Project Agreement, and address any related studies, investigations, surveys, audits, consultation with key stakeholders, public communication tasks, and all Permits, Licences and Approvals to be obtained during the design. Show all key milestones related to the construction and staging of the New Infrastructure, including separate descriptions for at least the following:                             <ol style="list-style-type: none"> <li>A. design development process, including design documentation program, design development workshops and City stakeholder review and input;</li> <li>B. design reviews by the City, Utility Companies, rail companies, and other stakeholders;</li> <li>C. submittal of submissions for review in accordance with Schedule 5 of the Project Agreement;</li> <li>D. procurement and installation of equipment and fixtures for the stations;</li> <li>E. commissioning process, including verification, start-up, testing and fine-tuning of all key systems;</li> <li>F. obtaining of Permits, Licences and Approvals required in relation to all Project Design and Construction;</li> <li>G. activities related to achieving Substantial Completion and Final Completion;</li> <li>H. execution schedule for the Design and Construction of the Transitway and intersections;</li> </ol> </li> </ol> |               | <ol style="list-style-type: none"> <li>1. Demonstrates that the Design and Construction Schedule has a complete scope including all key tasks and milestones related to the major design components identified in Schedule 18 of the Project Agreement;</li> <li>2. Demonstrates a strong understanding of the range of Permits, Licences and Approvals required and their impact on sequencing;</li> <li>3. Demonstrates sufficient time is allotted for design reviews by the City, Utility Companies, rail companies and other stakeholders, and approvals by CN;</li> <li>4. Demonstrates a strong understanding of sequencing, phasing and timing of construction activities and milestones;</li> <li>5. Confirms the Proponent’s commitment to completing the Stadium Access Works by the Early Access Deadline; and</li> <li>6. Demonstrates how the proposed Design and Construction Schedule meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</li> </ol> |                |

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| I. execution schedule for the Design and Construction of the Transitway grade separation structures;<br>J. execution schedule for the Design and Construction of the Rail Work;<br>K. execution schedule for the Design and Construction of the Pembina Highway Underpass;<br>L. execution schedule for the Design and Construction of the pump stations;<br>M. execution schedule for the transit stations; and<br>N. execution schedule for the Stadium Access Works. |               |                     |                |

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| <b>1.5 Safety Plan</b>   |               |   | 10             |
| <p>1. Provide an outline of the Safety Plan with accompanying narrative, which details the Proponent’s environmental health and safety policies, procedures, Certification of Recognition (“COR”) approach, subcontractor and consultants training program policy, and the work site control plan, to ensure the environmental health and safety of personnel involved in the Project, Infrastructure Users, and the general public. The plan shall address the following areas:</p> <p>A. corporate policy and procedures</p> <p style="padding-left: 20px;">I. describe the corporate strategy for ensuring the environmental health and safety of all affected, including the corporate policy and the fundamental philosophy for environmental health and safety management.</p> <p>B. project zone management strategy</p> <p style="padding-left: 20px;">I. 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.</p> <p>C. hazard identification, elimination and risk management</p> <p style="padding-left: 20px;">I. outline the overall strategy used for the identification, elimination and risk management of hazards.</p> <p>D. investigations and reporting strategy</p> <p style="padding-left: 20px;">I. provide processes for the following environmental health and safety components:</p> <p style="padding-left: 40px;">a. an incident reporting and investigation process as defined in The Workplace Safety and Health Act and Regulations;</p> <p style="padding-left: 40px;">b. the levels of severity that will trigger an investigation;</p> <p style="padding-left: 40px;">c. the process will include a clear outline of what is reported to who and by when, including the City;</p> <p style="padding-left: 40px;">d. the process will include the need to identify immediate and root causes as well as preventative action plans;</p> <p style="padding-left: 40px;">e. the system will include all contractors and subcontractors;</p> <p style="padding-left: 40px;">f. a policy for work place environmental health and safety meetings and inspections. The policy should outline the types of inspections and meetings and their frequency;</p> <p style="padding-left: 40px;">g. joint environmental health and safety committee provisions, required participation and frequency; and</p> <p style="padding-left: 40px;">h. the process for compiling, reviewing and communicating of the Project environmental health and safety metrics.</p> |               | <ol style="list-style-type: none"> <li>1. Demonstrates the Proponent has a clear understanding and commitment to environmental health and safety;</li> <li>2. Demonstrates the Proponent has an overarching organizational health and safety program that supports the Project specific Safety Plan;</li> <li>3. Demonstrates that the Proponent appropriately defines safety roles and responsibilities;</li> <li>4. Demonstrates sufficient resources and related roles and responsibilities to maintain the Safety Plan;</li> <li>5. Demonstrates appropriate health and safety training systems are established for training of employees and subcontractors;</li> <li>6. Demonstrates that the Safety Plan has a complete scope;</li> <li>7. Demonstrates strong communication within the Proponent’s construction team with respect to construction safety and effective implementation of a clearly defined construction Safety Plan;</li> <li>8. Demonstrates strong lines of reporting and communication and an appropriate and effective hierarchy and decision making process during the Construction Period and OMR Period; and</li> <li>9. Demonstrates how the proposed Safety Plan meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</li> </ol> |                |

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| <p>E. training of employees and subcontractors</p> <ul style="list-style-type: none"> <li>I. provide information with respect to the following items:                             <ul style="list-style-type: none"> <li>a. training requirements and competency for all supervisors;</li> <li>b. employee training for job-specific methods and specific equipment instructions;</li> <li>c. a policy that deals with inexperienced Workers;</li> <li>d. a process that measures and ensures the competency of all Workers;</li> <li>e. the Proponent’s strategy for subcontractor safety compliance;</li> <li>f. procedures in place for responding to violations and notification to the City as identified by Manitoba Labour Board and by The Workers Compensation Board of Manitoba;</li> <li>g. equipment preventative maintenance training and certification for all equipment operator and maintenance staff; and</li> <li>h. training systems to certify traffic control persons to be acceptable to the City (for guidance see Manitoba Heavy Construction Association, MHCA).</li> </ul> </li> </ul> |               |                     |                |

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| <b>1.6 Communications Plan</b>  |               |   | 10             |
| <p>1. Provide an outline of the Communications Plan with accompanying narrative, which details the Proponent’s approach to public communications strategies to support the communications principles outlined in Schedule 24 of the Project Agreement and describes how the strategy will be coordinated and managed across all stakeholders of the Project for consistency. The plan shall address the following areas:</p> <p>A. support communications role</p> <ol style="list-style-type: none"> <li>I. provide names of media-trained persons, their qualifications, and time committed to the public communications function;</li> <li>II. describe support to be provided for the City’s Project website;</li> <li>III. describe response approach to 311 service calls and mechanisms to ensure prompt attention and resolution;</li> <li>IV. describe processes for maintenance of communication records for submission to the City; and</li> <li>V. describe the relationship to the public information and consultation process for environmental management and planning to the overall Communications Plan for the Project.</li> </ol> <p>B. Design and Construction</p> <ol style="list-style-type: none"> <li>I. provide an organizational chart that includes the names and roles of the communications team during Design and Construction;</li> <li>II. provide documentation or a flow chart that describes Project Co’s approach to all communications aspects during Design and Construction;</li> <li>III. include public relations guidelines to be implemented for the staff of Project Co Parties for communication with the public during Design and Construction;</li> <li>IV. describe the type of information and level of detail in information to be exchanged between Project Co and the public during Design and Construction and the methods that will be used to achieve this; and</li> <li>V. describe the outreach plan and involvement with stakeholder groups with particular reference to disruption of use of the environmental, local community, and general construction impact issues.</li> <li>VI. describe the process to provide the City with regular updates related to the management of traffic during the Construction Period.</li> </ol> <p>C. OMR Period</p> <ol style="list-style-type: none"> <li>I. provide an organizational chart that includes the names and roles of the communications team during the OMR Period;</li> <li>II. provide documentation or a flow chart that describes Project Co’s approach to all communications aspects during the OMR Period;</li> </ol> |               | <ol style="list-style-type: none"> <li>1. Demonstrates efficient mechanisms for achieving the Proponent’s approach to public communications;</li> <li>2. Organizational design of the communications team which addresses the importance of effective communication to Project success;</li> <li>3. Demonstrates supportive and inclusive engagement of Project stakeholders;</li> <li>4. Demonstrates integration practices that are supportive of inclusive partnership between the Proponent’s team and the City;</li> <li>5. Demonstrates efficient integration practices that are supportive of the public relations guidelines;</li> <li>6. Comprehensive and responsive approach to addressing community issues and concerns, with particular reference to known Project issues and concerns;</li> <li>7. Clarity of the role of the communications team in relation to other key Project functions, throughout the life of the Project Term.</li> <li>8. Demonstrates an informed approach to developing and testing emergency contingency plans with City Operations;</li> <li>9. Demonstrates an understanding of the interfaces and interactions with the City for emergency management services; and</li> </ol> |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria   | Maximum Points |
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| <p>III. include public relations guidelines to be implemented for the staff of Project Co Parties for communication with the public during the OMR Period;</p> <p>IV. describe the type of information and level of detail in information to be exchanged between Project Co and the public during the OMR Period and the methods that will be used to achieve this;</p> <p>V. describe the outreach plan and involvement with stakeholder groups with particular reference to disruption of use of the environmental, local community, and general construction impact issues;</p> <p>VI. describe the process to provide the City with regular updates related operational information and changes in operation during the OMR Period; and</p> <p>VII. public relations guidelines for the staff of Project Co and agents for communication with the public during the OMR Period.</p> <p>2. It is important that communications and resources are “in-place” to promptly respond to emergency situations that arise. The Proponent is to indicate the proposed strategy in the following areas of emergency response:</p> <p>A. communication processes within the Proponent’s organization;</p> <p>B. communication processes with police and other emergency agencies;</p> <p>C. coordination of communication plans with police and local authorities in emergency situations;</p> <p>D. provision of detour signs and emergency site signing (to accommodate emergency traffic accommodation); and</p> <p>E. the notice procedure to inform the City.</p> |               | <p>10. Demonstrates how the proposed Communications Plan meets or exceeds the requirements set out in Schedule 24 of the Project Agreement.</p> |                |

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| <b>1.7 Risk Management Plan</b>  |               |   | 10             |
| <ol style="list-style-type: none"> <li>1. Provide a detailed, written narrative describing the Proponent’s understanding and assessment of the issues and risks for the Project and how such issues or risks may impact the Proponent’s successful fulfillment of its obligations under the Project Agreement and the successful delivery of the Project; and</li> <li>2. Provide a risk register for the Project, which shall include:                             <ol style="list-style-type: none"> <li>A. a listing of the principal risks for the Project, categorized into Design and Construction, and the OMR Period;</li> <li>B. an assessment of likelihood of each risk;</li> <li>C. an assessment of the level of impact of each risk; and</li> <li>D. proposed mitigation strategies the Proponent would apply to mitigate occurrence and/or minimize the impact if each risk did occur.</li> </ol> </li> </ol> |               | <ol style="list-style-type: none"> <li>1. Demonstrates a strong understanding of the principal issues and risks associated with the Project;</li> <li>2. Provides a clearly identified risk allocation across the Proponent team;</li> <li>3. Demonstrates suitable and effective risk management practices; and</li> <li>4. Demonstrates how the proposed Risk Management Plan meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</li> </ol> |                |

| Submission Requirements  | Maximum Pages                        | Evaluation Criteria   | Maximum Points |
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| <b>2 DESIGN AND CONSTRUCTION</b>   | 90, excluding drawings and schedules | As noted under each sub-section.  | Total of 140   |
| <b>2.1 CN Rail Infrastructure Design Report</b>  |                                      | Scale of 0 to 10  | 10             |
| <p>1. Prepare a CN Structures Rail Design Report, which meets the design requirements set out in Schedule 18 of the Project Agreement and addresses the areas of safety, functionality/serviceability, durability/maintainability, and aesthetics. The report should be organized into the following major areas of the Project:</p> <ul style="list-style-type: none"> <li>A. CN Rail Bridge over Pembina Highway;</li> <li>B. CN Rail Bridge over Transitway at the CN Wye (CN Letellier);</li> <li>C. CN Rail Bridge over Transitway at the CN Wye (WC02 Spur);</li> <li>D. Transitway Underpass of CN Wye Tracks;</li> <li>E. Letellier Grade Separation;</li> <li>F. <b>[Delete];</b></li> <li>G. CN Rail Bridge over Bishop Grandin Boulevard and retaining wall south of Bishop Grandin Boulevard; and</li> <li>H. CN Letellier rail line relocation.</li> </ul> <p>2. Include a narrative for each of the major areas above indicating the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report has been reviewed and that the Proponent has verified the recommended works are functional and can be constructed.</p> <p>3. Include a design brief and preliminary structural design drawings for each major area described above as follows:</p> <ul style="list-style-type: none"> <li>A. general layout drawing showing:                     <ul style="list-style-type: none"> <li>I. plan view including:                             <ul style="list-style-type: none"> <li>a. structure layout, including locations of any retaining walls;</li> <li>b. railway geometrics and alignment;</li> <li>c. underpassing Roadway(s) (including bikeway(s) or sidewalks(s)) or overpassing railway(s); and</li> <li>d. bridge and site drainage including locations of any deck drains.</li> </ul> </li> <li>II. elevation view including:                             <ul style="list-style-type: none"> <li>a. span(s), including locations of any retaining walls;</li> <li>b. underpassing Roadway(s) or overpassing railway(s);</li> <li>c. vertical and horizontal clearances provided;</li> <li>d. test hole logs;</li> <li>e. bridge components including substructure foundation types;</li> <li>f. slope protection; and</li> </ul> </li> </ul> </li> </ul> |                                      | <ul style="list-style-type: none"> <li>1. The design briefs and drawings demonstrate a clear and complete understanding of the scope of the Rail Work as set out in Schedule 18 of the Project Agreement;</li> <li>2. The proposed Detailed Design is functional, constructible, and meets the minimum requirements set out in Schedule 18 of the Project Agreement and the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report;</li> <li>3. The design briefs and drawings demonstrate suitability and functionality of the proposed CN rail infrastructure and components;</li> <li>4. The design briefs and drawings demonstrate a strong ability to achieve safe and efficient vehicle, pedestrian, transit, and rail movement; and</li> <li>5. The design briefs and drawings demonstrate how the proposed CN rail infrastructure designs meet or exceed the requirements set out in Schedule 18 of the Project Agreement.</li> </ul> |                |



| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
|--|---------------|---------------------|----------------|
| <ul style="list-style-type: none"> <li>g. superstructure articulation system including locations of deck joints, expansion bearings and fixed bearings.</li> <li>III. superstructure drawing showing:                             <ul style="list-style-type: none"> <li>a. deck and wearing surface type and thickness;</li> <li>b. curb/barrier type and heights;</li> <li>c. girder type, size, spacing, depth and number; and</li> <li>d. girder bracing types and spacing.</li> </ul> </li> <li>IV. substructure showing:                             <ul style="list-style-type: none"> <li>a. plan section and elevation views illustrating abutment type, foundation and approximate dimensions;</li> <li>b. plan and section views illustrating retaining wall type, foundation and approximate dimensions; and</li> <li>c. plan, section, and elevation views illustrating pier type, shape, foundation and approximate dimensions.</li> </ul> </li> <li>V. overhead or cantilever sign structure drawings showing:                             <ul style="list-style-type: none"> <li>a. substructure horizontal clearance from Roadway, type and material;</li> <li>b. superstructure vertical clearance, type and material;</li> <li>c. foundation type, depths, dimensions and locations; and</li> <li>d. barrier/guardrail details.</li> </ul> </li> <li>B. description of the Traffic Management Plan during the erection/construction of the above noted structures;</li> <li>C. description of the demolition plan for the existing Pembina Highway and Bishop Grandin rail structure and retaining walls;</li> <li>D. description of the rail relocation/detour plan at each of the above noted CN rail bridges locations;</li> <li>E. description of CN Letellier rail line relocation plan from the Letellier Grade Separation to south of Markham Road;</li> <li>F. description of the CN rail and spur line relocation/detour plan during the construction of the Letellier Grade Separation;</li> <li>G. description of bearing and deck joint types and details;</li> <li>H. description of Utility Infrastructure accommodation on bridge;</li> <li>I. description of lighting attachments to bridge;</li> <li>J. description of transition between bridge rails and approach barriers/guardrails;</li> <li>K. description of bridge foundations including types, depths, dimensions, load capacities and anticipated settlements;</li> <li>L. description of design loads, including temperature loads, wind loads, ice loads, construction loads, etc.;</li> </ul> |               |                     |                |

| Submission Requirements   | Maximum Pages | Evaluation Criteria | Maximum Points |
|---|---------------|---------------------|----------------|
| <ul style="list-style-type: none"> <li>M. description of materials to be used for all bridge components;</li> <li>N. description of measures to be taken to be able to construct foundations if a high water table is encountered;</li> <li>O. summary of geotechnical investigations at bridge sites;</li> <li>P. description of structural support system, including girder continuity and the location of girder field splices; and</li> <li>Q. description and details of any aesthetic principles and treatments that have been incorporated into the bridge and its components.</li> </ul> <p>4. Proponents are encouraged to identify design enhancements exceeding the minimum requirements set out in Schedule 18 of the Project Agreement and the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report that are likely to provide significant value for the City in areas such as:</p> <ul style="list-style-type: none"> <li>A. durability (methods and materials);</li> <li>B. aesthetics;</li> <li>C. safety;</li> <li>D. functionality;</li> <li>E. geometrics;</li> <li>F. landscaping; and</li> <li>G. noise attenuation</li> </ul> <p>5. For all proposed changes in CN rail infrastructure designs significantly different from the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report or exceeding the minimum requirements set out in Schedule 18 of the Project Agreement, the Proponent shall identify impacts on other design elements, including, but not limited to:</p> <ul style="list-style-type: none"> <li>A. City structures;</li> <li>B. roadworks layout;</li> <li>C. drainage;</li> <li>D. additional land requirements;</li> <li>E. roadside hazards;</li> <li>F. Utility Infrastructure;</li> <li>G. user functionality and user safety;</li> <li>H. construction staging;</li> <li>I. aesthetics; and</li> <li>J. any other pertinent elements.</li> </ul> |               |                     |                |

| Submission Requirements   | Maximum Pages | Evaluation Criteria   | Maximum Points |
|---|---------------|---|----------------|
| <b>2.2 City Structures Design Report</b>  |               | Scale of 0 to 20  | 20             |
| <ol style="list-style-type: none"> <li>1. Prepare a City Structures Design Report, which meets the design requirements set out in Schedule 18 of the Project Agreement and addresses the areas of safety, functionality/serviceability, durability/maintainability, and aesthetics. The report should be organized into the following major areas of the Project:                             <ol style="list-style-type: none"> <li>A. AT Path Connection <b>at Pembina</b>;</li> <li>B. Transitway Bridge over Pembina Highway;</li> <li>C. Transitway Overpass of McGillivray Boulevard;</li> <li>D. <b>[Delete]</b>;</li> <li>E. Transitway Bridge over Bishop Grandin Boulevard; and</li> <li>F. pedestrian overpass structure and ramp to Investors Group Field.</li> </ol> </li> <li>2. Include a narrative for each of the major areas outlined above indicating the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report has been reviewed and that the Proponent has verified the recommended works are functional and can be constructed.</li> <li>3. Include a design brief and preliminary structural design drawings for each major area described above as follows:                             <ol style="list-style-type: none"> <li>A. general layout drawing showing                                     <ol style="list-style-type: none"> <li>I. plan view including:   <ol style="list-style-type: none"> <li>a. structure layout, including locations of any retaining walls;</li> <li>b. Roadway geometrics and alignment;</li> <li>c. underpassing Roadway(s) (including bikeway(s) or sidewalks(s)) or underpassing railway(s), if applicable; and</li> <li>d. bridge and site drainage including locations of any deck drains.</li> </ol> </li> <li>II. elevation view including:   <ol style="list-style-type: none"> <li>a. span(s), including locations of any retaining walls;</li> <li>b. underpassing Roadway(s) or overpassing railway(s);</li> <li>c. vertical and horizontal clearances provided;</li> <li>d. test hole logs;</li> <li>e. bridge components including substructure foundation types;</li> <li>f. slope protection; and</li> <li>g. superstructure articulation system including locations of deck joints, expansion bearings and fixed bearings.</li> </ol> </li> <li>III. superstructure drawing showing:   <ol style="list-style-type: none"> <li>a. deck and wearing surface type and thickness;</li> <li>b. curb/barrier type and heights;</li> </ol> </li> </ol> </li> </ol> </li> </ol> |               | <ol style="list-style-type: none"> <li>1. The design briefs and drawings demonstrate a clear and complete understanding of the scope of the City structures design as set out in Schedule 18 of the Project Agreement;</li> <li>2. The proposed Detailed Design is functional, constructible, and meets the minimum requirements set out in Schedule 18 of the Project Agreement and the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report;</li> <li>3. The design briefs and drawings demonstrate suitability and functionality of the proposed City structures and components;</li> <li>4. The design briefs and drawings demonstrate a strong ability to achieve safe and efficient vehicle, pedestrian and transit movement; and</li> <li>5. The design briefs and drawings demonstrate how the proposed City structures designs meet or exceed the requirements set out in Schedule 18 of the Project Agreement.</li> </ol> |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
|--|---------------|---------------------|----------------|
| <ul style="list-style-type: none"> <li>c. girder type, size, spacing, depth and number; and</li> <li>d. girder bracing types and spacing.</li> <li>IV. substructure showing:                             <ul style="list-style-type: none"> <li>a. plan section and elevation views illustrating abutment type, foundation and approximate dimensions;</li> <li>b. plan and section views illustrating retaining wall type, foundation and approximate dimensions; and</li> <li>c. plan, section, and elevation views illustrating pier type, shape, foundation and approximate dimensions.</li> </ul> </li> <li>V. overhead or cantilever sign structure drawings showing:                             <ul style="list-style-type: none"> <li>a. substructure horizontal clearance from Roadway, type and material;</li> <li>b. superstructure vertical clearance, type and material;</li> <li>c. foundation type, depths, dimensions and locations; and</li> <li>d. barrier/guardrail details.</li> </ul> </li> <li>B. description of the Traffic Management Plan during the erection/construction of the above noted structures;</li> <li>C. description of the Transitway Overpass of McGillivray Boulevard construction plan within the existing tight constraints without impacting existing Utility Infrastructure;</li> <li>D. description of construction plan for the Pedestrian Overpass Structure and Ramp to IGF Stadium;</li> <li>E. description of bearing and deck joint types and details</li> <li>F. description of Utility Infrastructure accommodation on bridge(s);</li> <li>G. description of lighting attachments to bridge(s);</li> <li>H. description of transition between bridge rails and approach barriers/guardrails;</li> <li>I. description of bridge foundations including types, depths, dimensions, load capacities and anticipated settlements;</li> <li>J. description of design loads, including temperature loads, wind loads, ice loads, construction loads, etc.;</li> <li>K. description of materials to be used for all bridge components;</li> <li>L. description of measures to be taken to be able to construct foundations if a high water table is encountered;</li> <li>M. summary of geotechnical investigations at bridge sites;</li> <li>N. description of structural support system, including girder continuity and the location of girder field splices; and</li> </ul> |               |                     |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
|--|---------------|---------------------|----------------|
| <p>O. description and details of any aesthetic principles and treatments that have been incorporated into the bridge(s) and its components.</p> <p>4. Proponents are encouraged to identify design enhancements exceeding the minimum requirements set out in Schedule 18 of the Project Agreement and the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report that are likely to provide significant value for the City in areas such as:</p> <ul style="list-style-type: none"> <li>A. durability (methods and materials);</li> <li>B. aesthetics;</li> <li>C. safety;</li> <li>D. functionality;</li> <li>E. geometrics;</li> <li>F. landscaping; and</li> <li>G. noise attenuation</li> </ul> <p>5. For all proposed changes in City structures, designs significantly different from the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report or exceeding the minimum requirements set out in Schedule 18 of the Project Agreement, the Proponent shall identify impacts on other design elements, including, but not limited to:</p> <ul style="list-style-type: none"> <li>A. roadworks layout;</li> <li>B. City structures;</li> <li>C. CN rail infrastructure;</li> <li>D. drainage;</li> <li>E. additional land requirements;</li> <li>F. roadside hazards;</li> <li>G. Utility Infrastructure;</li> <li>H. user functionality and user safety;</li> <li>I. construction staging;</li> <li>J. aesthetics; and</li> <li>K. any other pertinent elements.</li> </ul> |               |                     |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria  | Maximum Points |
|--|---------------|--|----------------|
| <b>2.3 Transitway and Roadway Infrastructure Design Report</b>   |               | Scale of 0 to 20   | 20             |
| <p>1. Prepare a Transitway and Roadway Infrastructure Design Report, which meets the design requirements set out in Schedule 18 of the Project Agreement and addresses the areas of safety, functionality/serviceability, durability/maintainability, and aesthetics. The report should be organized into the following major areas of the Project:</p> <ul style="list-style-type: none"> <li>A. Pembina Highway Underpass and improvements;</li> <li>B. Transitway, Park and Ride facilities; and associated works;</li> <li>C. pavement design;</li> <li>D. AT path/universal design;</li> <li>E. drainage; and</li> <li>F. U of M Southwood Lands infrastructure to support IGF Station.</li> </ul> <p>2. Include a narrative for each of the major areas outlined above indicating the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report has been reviewed and that the Proponent has verified the recommended works are functional and can be constructed.</p> <p>3. Include design sketches and a design brief for the Pembina Highway Underpass and improvements section, which should include, but not be limited, to the following:</p> <ul style="list-style-type: none"> <li>A. design plans and profiles - provide plans that display all significant horizontal and vertical geometric design data. Significant horizontal and vertical geometric design data is understood to include, but not be limited to, profile, alignment, lane widths, clearances at structures, cross-sections, and elevations. 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 any additional easements or land requirements beyond that provided. Provide justification for acquisition of additional lands (if any);</li> <li>B. design details - clearly identify specific measures that need to be implemented to permit the construction of the Project. Identify details of mitigation. The mitigation measures to be identified include but are not limited to:                             <ul style="list-style-type: none"> <li>I. retaining walls, stabilized slope techniques and other geotechnical features;</li> <li>II. underground drainage facilities;</li> <li>III. side slopes steeper than 4:1 slope;</li> <li>IV. barrier locations and types being used for protection of traffic against safety hazards;</li> <li>V. existing CN rail bridge Demolition;</li> </ul> </li> </ul> |               | <ul style="list-style-type: none"> <li>1. The design briefs and drawings demonstrate a clear and complete understanding of the scope of the major areas described in this section as set out in Schedule 18 of the Project Agreement;</li> <li>2. The proposed Detailed Design is functional, constructible, and meets the minimum requirements set out in Schedule 18 of the Project Agreement and the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report;</li> <li>3. The design briefs and drawings demonstrate suitability and functionality of the proposed major areas described in this section and components;</li> <li>4. The design briefs and drawings demonstrate a strong ability to achieve safe and efficient vehicle, pedestrian and transit movement;</li> <li>5. The design briefs and drawings demonstrate how the proposed major areas described in this section meet or exceed the requirements set out in Schedule 18 of the Project Agreement;</li> <li>6. Preference will be given to a design that can accommodate a 2 m separation between the cycle and walking path for the primary divided AT path as described in Schedule 18 of the Project Agreement; and</li> <li>7. Demonstrates how the proposed strategies support the completion of the Stadium Access Works by the Early Access Deadline as set out in the Project Agreement.</li> </ul> |                |

| Submission Requirements   | Maximum Pages | Evaluation Criteria | Maximum Points |
|---|---------------|---------------------|----------------|
| <p>VI. measures taken to ensure sight distances at intersections; and</p> <p>VII. details of tie-ins with the City transportation routes present and planned as well as other infrastructure.</p> <p>C. design appurtenances - provide the design standards to be applied to the works in the following areas:</p> <ul style="list-style-type: none"> <li>I. Roadway widening and traffic staging;</li> <li>II. combined sewer renewal works;</li> <li>III. pump station and pond works</li> <li>IV. mitigation of hazards;</li> <li>V. curbside and median barrier systems including median treatments and end treatments;</li> <li>VI. pavement markings at every stage of the project;</li> <li>VII. lighting systems including details of pole structures and offsets;</li> <li>VIII. signals;</li> <li>IX. signage;</li> <li>X. transit shelters and bus lanes; and</li> <li>XI. other traffic devices and/or features within the Construction Period Lands.</li> </ul> <p>4. Include design sketches and a design brief for the Transitway, Park and Ride facilities, and associated works section which should include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>A. design plans and profiles - provide plans that display all significant horizontal and vertical geometric design data. Significant horizontal and vertical geometric design data is understood to include, but not be limited to, profile, alignment, lane widths, clearances at structures, cross-sections, and elevations. 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 any additional easements or land requirements beyond that provided in the Construction Period Lands. Provide justification for acquisition of additional lands (if any);</li> <li>B. design details - clearly identify specific measures that need to be implemented to permit the construction of the Project. Identify details of mitigation. The mitigation measures to be identified include but are not limited to:                     <ul style="list-style-type: none"> <li>I. retaining walls, stabilized slope techniques and other geotechnical features;</li> <li>II. underground drainage facilities;</li> <li>III. connection of side streets to Transitway;</li> </ul> </li> </ul> |               |                     |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
|--|---------------|---------------------|----------------|
| <p>IV. side slopes steeper than 4:1 slope;</p> <p>V. barrier locations and types being used for protection of traffic against safety hazards;</p> <p>VI. measures taken to ensure sight distances at intersections; and</p> <p>VII. details of tie-ins with the City transportation routes present and planned as well as other infrastructure.</p> <p>C. Design appurtenances - provide the design standards to be applied to the works in the following areas:</p> <p>I. Transitway construction;</p> <p>II. Park and Ride facilities;</p> <p>III. transit stations;</p> <p>IV. Southpark Drive reconstruction;</p> <p>V. mitigation of hazards;</p> <p>VI. curbside and median barrier systems including median treatments and end treatments;</p> <p>VII. pavement markings at every stage of the Project;</p> <p>VIII. lighting systems including details of pole structures and offsets;</p> <p>IX. signals;</p> <p>X. signage; and</p> <p>XI. other traffic devices and/or features within the Construction Period Lands.</p> <p>5. Include design sketches and a design brief for the pavement design section including, but not limited to, the following:</p> <p>A. the Proponent's preliminary pavement design(s) for the Pembina Highway roadworks, Transitway, and Park and Ride facilities including the cross roadways. The minimum approach to be employed in designing the pavement structure(s) is provided in Schedule 18 to the Project Agreement;</p> <p>B. geotechnical information - provide any updates to the geotechnical report in the preliminary design 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:</p> <p>I. soil stratigraphies;</p> <p>II. moisture contents;</p> <p>III. plasticity;</p> <p>IV. estimated standard proctor optimum moisture content;</p> <p>V. erodability;</p> <p>VI. frost susceptibility; and</p> |               |                     |                |



| Submission Requirements   | Maximum Pages | Evaluation Criteria | Maximum Points |
|---|---------------|---------------------|----------------|
| <p>VII. anticipated subgrade support values.</p> <p>C. 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 roadworks and Transitway. 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 should include at least the following:</p> <ul style="list-style-type: none"> <li>I. equivalent single axel loading;</li> <li>II. lane distribution;</li> <li>III. annual traffic volumes over the OMR Period;</li> <li>IV. percentage heavy vehicles;</li> <li>V. pavement material strength factors;</li> <li>VI. pavement design life; and</li> <li>VII. Roadway construction specifications - submit the proposed Roadway construction specifications which meet or exceed the minimum standards referred to in Schedule 18 of the Project Agreement. Only specifications that differ from the City's Standard Construction Specifications need be identified.</li> </ul> <p>6. Include design sketches and a design brief for the drainage section including standards, specifications and design methods to be implemented during the Design and Construction of the drainage works at Pembina Highway, along the Transitway, Park and Ride facilities, as well as all other impacted Project areas with respect to proposed drainage facilities:</p> <p>A. specific items to be addressed include but are not limited to:</p> <ul style="list-style-type: none"> <li>I. stormwater management facilities;</li> <li>II. storm sewers;</li> <li>III. open ditches;</li> <li>IV. catch basins;</li> <li>V. pumping stations;</li> <li>VI. third-party drainage arrangements planned;</li> <li>VII. sub-drainage;</li> <li>VIII. erosion control features;</li> <li>IX. an area wide drainage plan, with pre and post Roadway construction drainage patterns identified; and</li> <li>X. all drainage connections that tie into the City's existing land drainage system.</li> </ul> |               |                     |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
|--|---------------|---------------------|----------------|
| <p>B. identify and provide details for all off-site drainage arrangements that relate directly or indirectly to the Design and Construction. This includes joint use or shared New Infrastructure within the Construction Period Lands or adjacent lands;</p> <p>C. describe the methodology and approach to construction of the required pump stations including Permits, Licences and Approvals, mechanical and electrical requirements;</p> <p>D. describe the methodology and approach to be employed for the preliminary design of the drainage facilities required for the Project; and</p> <p>E. provide the factors, parameters and assumptions used in the derivation of the design flows and other drainage analyses.</p> <p>7. Include design sketches and a design brief for the AT path/universal design section. Address pedestrian and cycling safety and accessibility design encompassing all improvements required for the active transportation environment of the Project to satisfy Schedule 18 of the Project Agreement for each major element of the Project, including but not limited to the following:</p> <p>A. pedestrian sidewalks and crossings;</p> <p>B. AT Path Connection <b>at Pembina</b>;</p> <p>C. pedestrian handrails;</p> <p>D. AT paths;</p> <p>E. cycling lanes and crossings;</p> <p>F. universal design;</p> <p>G. signage; and</p> <p>H. lighting and sightlines as they relate to personal safety.</p> <p>8. Proponents are encouraged to identify design enhancements exceeding the minimum requirements set out in Schedule 18 of the Project Agreement and the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report that are likely to provide significant value for the City in areas such as:</p> <p>A. durability (methods and materials);</p> <p>B. aesthetics;</p> <p>C. safety;</p> <p>D. functionality;</p> <p>E. geometrics;</p> <p>F. landscaping; and</p> <p>G. noise attenuation</p> |               |                     |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
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| <p>9. For all proposed changes noted in the Transitway and Roadway Infrastructure Design Report significantly different from the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report or exceeding the minimum requirements set out in Schedule 18 of the Project Agreement, the Proponent shall identify impacts on other design elements, including, but not limited to:</p> <ul style="list-style-type: none"> <li>A. roadworks layout;</li> <li>B. City structures;</li> <li>C. CN rail infrastructure;</li> <li>D. drainage;</li> <li>E. additional land requirements;</li> <li>F. roadside hazards;</li> <li>G. Utility Infrastructure;</li> <li>H. user functionality and user safety;</li> <li>I. construction staging;</li> <li>J. aesthetics; and</li> <li>K. any other pertinent elements</li> </ul> |               |                     |                |

| Submission Requirements   | Maximum Pages | Evaluation Criteria  | Maximum Points |
|---|---------------|--|----------------|
| <b>2.4 Transitway Stations Design Report</b>  |               | Scale of 0 to 20   | 20             |
| <ol style="list-style-type: none"> <li>1. Prepare a Transitway Stations Design Report, which meets the design requirements set out in Schedule 18 of the Project Agreement and addresses the areas of safety, functionality/serviceability, durability/maintainability, and aesthetics. The report should be organized into the following major areas of the Project:                             <ol style="list-style-type: none"> <li>A. Stations on Transitway between Jubilee Avenue and Southpark Drive and Pembina Highway;</li> <li>B. Stations on U of M Southwood Lands between Pembina Highway and IGF Stadium;</li> <li>C. Stations within U of M Campus; and</li> <li>D. IGF Station.</li> </ol> </li> <li>2. Include a narrative for each of the major areas outlined above indicating the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report has been reviewed and that the Proponent has verified the recommended works are functional and can be constructed.</li> <li>3. Provide a design brief and preliminary drawings including, but not limited to, the following:                             <ol style="list-style-type: none"> <li>A. description of station locations, layout type, and sizes;</li> <li>B. description of station amenities, station features, street stops, and signs;</li> <li>C. description of upgrading of University of Manitoba stations; and</li> <li>D. description of universal design requirements;</li> </ol> </li> <li>4. Proponents are encouraged to identify design enhancements exceeding the minimum requirements set out in Schedule 18 of the Project Agreement and the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report that are likely to provide significant value for the City in areas such as:                             <ol style="list-style-type: none"> <li>A. durability (methods and materials);</li> <li>B. aesthetics;</li> <li>C. safety;</li> <li>D. functionality;</li> <li>E. geometrics;</li> <li>F. landscaping; and</li> <li>G. noise attenuation.</li> </ol> </li> <li>5. For all proposed changes noted in the Transitway Stations Design Report significantly different from the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report or exceeding the minimum requirements set out in Schedule 18 of the Project Agreement, the</li> </ol> |               | <ol style="list-style-type: none"> <li>1. The design brief and drawings demonstrate a clear and complete understanding of the scope of the Transitway stations design as set out in Schedule 18 of the Project Agreement;</li> <li>2. The proposed Detailed Design is functional, constructible, and meets the minimum requirements set out in Schedule 18 of the Project Agreement and the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report;</li> <li>3. The design brief and drawings demonstrate suitability and functionality of the proposed Transitway stations and components;</li> <li>4. The design brief and drawings demonstrates a strong ability to achieve safe and efficient vehicle, pedestrian and transit movement;</li> <li>5. The design brief and drawings demonstrate how the proposed Transitway stations design meets or exceeds the requirements set out in Schedule 18 of the Project Agreement; and</li> <li>6. The design brief and drawings demonstrate how the proposed strategies support the requirement to complete the Stadium Access Works by the Early Access Deadline as set out in the Project Agreement.</li> </ol> |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
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| Proponent shall identify impacts on other design elements, including, but not limited to: <ul style="list-style-type: none"> <li>A. roadworks layout;</li> <li>B. drainage;</li> <li>C. additional land requirements;</li> <li>D. roadside hazards;</li> <li>E. Utility Infrastructure;</li> <li>F. user functionality and user safety;</li> <li>G. construction staging;</li> <li>H. aesthetics; and</li> <li>I. any other pertinent elements.</li> </ul> |               |                     |                |

| Submission Requirements  | Maximum Pages | Evaluation Criteria   | Maximum Points |
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| <p><b>2.5 Traffic Management Plan</b></p>  |               | <p>0 points = Inadequate (does not satisfy the requirements outlined in RFP 2.5 1. A. to E.) Traffic Management Plan and &gt;120 Four Lane Weeks</p> <p>10 points = Adequate (satisfies the requirements outlined in RFP 2.5 1. A. to E.) Traffic Management Plan for Overall Project and no more than 120 Four Lane Weeks</p> <p>20 points = Adequate Traffic Management Plan for Overall Project and 115 Four Lane Weeks</p> <p>30 points = Adequate Traffic Management Plan for Overall Project and 110 Four Lane Weeks</p> <p>40 points = Adequate Traffic Management Plan for Overall Project and 105 Four Lane Weeks</p>  | <p>40</p>      |
| <p>1. Create a Traffic Management Plan that includes a written narrative describing in detail how the Proponent will achieve compliance with Schedule 18 of the Project Agreement in respect of:</p> <ul style="list-style-type: none"> <li>A. providing safe and efficient passage of the Infrastructure User through the Construction Period Lands during the Construction Period to the extent the Roadway is open to Infrastructure Users;</li> <li>B. providing safe and continuous access through or along the Construction Period Lands including details of the Proponent's plans for accommodating traffic (with emphasis on Peak Periods) during construction at key conflict locations including, without limitation and as applicable, Pembina Highway, Bishop Grandin Boulevard, and McGillivray Boulevard;</li> <li>C. identifying the traffic levels proposed to be maintained during construction in conformance with Schedule 18 of the Project Agreement and proposed construction staging with respect to locations and duration and provide construction staging drawings/figures;</li> <li>D. preparing and implementing traffic accommodation strategies for construction activities specific to locations identified in Schedule 18 of the Project Agreement, activities, and/or durations;</li> <li>E. providing a strategy in regards to keeping the Infrastructure User informed timely during the construction on changes including travelling patterns, closures, and speeds; and</li> <li>F. for construction of the Pembina Highway Underpass, CN Rail Bridge</li> </ul> |               | <ul style="list-style-type: none"> <li>1. Demonstrates a clear and complete understanding of the scope of the Traffic Management Plan, including the extent to which the Design and Construction of the New Infrastructure will impact or interfere with adjacent operations or the neighbouring community;</li> <li>2. Narrative validates how safe and efficient passage of the Infrastructure User through the Construction Period Lands will be achieved;</li> <li>3. Demonstrates how safe and continuous access will be achieved through or along the Construction Period Lands during construction at key conflict locations;</li> <li>4. Demonstrates a strong understanding of and an effective approach to providing continuity of traffic service to the community;</li> <li>5. Minimizes the impact that construction activities may have on the Infrastructure User, nearby residents, adjacent businesses, emergency services and the environment;</li> </ul> |                |

| Submission Requirements   | Maximum Pages                       | Evaluation Criteria             | Maximum Points                  |     |     |     |     |     |     |                                      |  |     |  |   |  |
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| <p>over Pembina Highway, and Transitway Bridge over Pembina Highway, provide the following:</p> <p>I. a Four Lane Weeks Schedule for each month during the Construction Period and the Proponent's Target Total Four Lane Weeks in the format below (also refer to example in Appendix 1 of Schedule 13 to the Project Agreement):</p> <table border="1" data-bbox="394 516 1024 722"> <thead> <tr> <th data-bbox="394 516 619 597">I. Month During Construction Period</th> <th data-bbox="619 516 808 597">II. Four Lane Weeks Per Month</th> <th data-bbox="808 516 1024 597">III. Cumulative Four Lane Weeks</th> </tr> </thead> <tbody> <tr> <td data-bbox="394 597 619 641">[•]</td> <td data-bbox="619 597 808 641">[•]</td> <td data-bbox="808 597 1024 641">[•]</td> </tr> <tr> <td data-bbox="394 641 619 685">[•]</td> <td data-bbox="619 641 808 685">[•]</td> <td data-bbox="808 641 1024 685">[•]</td> </tr> <tr> <td colspan="2" data-bbox="394 685 808 722"><b>Target Total Four Lane Weeks:</b></td> <td data-bbox="808 685 1024 722">[•]</td> </tr> </tbody> </table> <p>II. strategy to meet the traffic control requirements set out in Schedule 18 and Schedule 13 of the Project Agreement.</p> | I. Month During Construction Period | II. Four Lane Weeks Per Month   | III. Cumulative Four Lane Weeks | [•] | [•] | [•] | [•] | [•] | [•] | <b>Target Total Four Lane Weeks:</b> |  | [•] |  | <p>6. Demonstrates how the proposed Traffic Management Plan meets or exceeds the requirements set out in Schedule 18 of the Project Agreement; and</p> <p>7. As set out in Schedule 18 of the Project Agreement, Proponents are required to develop a Traffic Management Plan that maintains a maximum of 120 Four Lane Weeks of traffic on Pembina Highway throughout construction of Pembina Highway from Point Road to Stafford Street. The Proponent's Traffic Management Plan will be evaluated based on the development of a Design and Construction approach that will allow Project Co to perform construction activities of the Pembina Highway Underpass, CN Rail Bridge over Pembina Highway and Transitway Bridge over Pembina Highway with a maximum Target Total Four Lane Weeks of 120 in accordance with the requirements set out in Schedule 18 and Schedule 13 of the Project Agreement..</p> |  |
| I. Month During Construction Period   | II. Four Lane Weeks Per Month       | III. Cumulative Four Lane Weeks |                                 |     |     |     |     |     |     |                                      |  |     |  |   |  |
| [•]   | [•]                                 | [•]                             |                                 |     |     |     |     |     |     |                                      |  |     |  |   |  |
| [•]   | [•]                                 | [•]                             |                                 |     |     |     |     |     |     |                                      |  |     |  |   |  |
| <b>Target Total Four Lane Weeks:</b>  |                                     | [•]                             |                                 |     |     |     |     |     |     |                                      |  |     |  |   |  |

| Submission Requirements   | Maximum Pages | Evaluation Criteria   | Maximum Points |
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| <b>2.6 Construction Management Plan and Commissioning Plan</b>  |               | Scale of 0 to 10  | 10             |
| <p>1. Provide the Proponent’s Construction Management Plan that identifies the Proponent’s overall strategy for control of the Project and liaison with the City during the Construction Period including, but not limited to, the following items that are anticipated to arise during construction:</p> <ul style="list-style-type: none"> <li>A. regular on-site job meetings including incorporation of the Safety Plan;</li> <li>B. site office compound;</li> <li>C. site fencing and security;</li> <li>D. storage area compound;</li> <li>E. survey control;</li> <li>F. layout of the Project;</li> <li>G. damage to and restoration of Existing Infrastructure and properties;</li> <li>H. signage regarding Lane Closures;</li> <li>I. local and business access;</li> <li>J. co-operation with others on site regarding signals and Specified Utility Work;</li> <li>K. parking for workers;</li> <li>L. construction noise;</li> <li>M. dates of construction;</li> <li>N. hours of construction activities;</li> <li>O. dust during construction;</li> <li>P. temporary drainage arrangements;</li> <li>Q. construction access;</li> <li>R. over-dimensional loads into the site;</li> <li>S. overweight loads into the site; and</li> <li>T. closure of existing roads.</li> </ul> <p>2. Identify the major Project components and provide a strategy for Project coordination meetings including:</p> <ul style="list-style-type: none"> <li>A. frequency;</li> <li>B. attendees;</li> <li>C. location; and</li> <li>D. discussion topics.</li> </ul> <p>3. Identify the Proponent’s strategy for the management and processing of all third party claims, including claims from subcontractors, consultants, sub-consultants and other internal parties. Provide separate discussion on the administration of damage claims advanced by the public. Clearly separate strategies for the administration of minor claims from those for the administration of larger claims;</p> |               | <ul style="list-style-type: none"> <li>1. <b>[Delete];</b></li> <li>2. Construction Management Plan demonstrates careful consideration of construction access and site facility logistics;</li> <li>3. <b>[Delete];</b></li> <li>4. <b>[Delete];</b></li> <li>5. Demonstrates how the proposed Construction Management Plan meets or exceeds the requirements set out in Schedule 18 of the Project Agreement;</li> <li>6. Demonstrates that the Commissioning Plan has a complete scope;</li> <li>7. Commissioning Plan demonstrates a strong understanding of commissioning task allocations and the impact on the OMR Services Schedule;</li> <li>8. Commissioning Plan demonstrates integrative and inclusive partnership between the Proponent’s team, the Independent Certifier, and the City;</li> <li>9. Commissioning Plan demonstrates qualified resourcing and reporting with respect to the Commissioning Plan, including involvement of Key Individuals; and</li> <li>10. Demonstrates how the proposed Commissioning Plan meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</li> </ul> |                |



| Submission Requirements  | Maximum Pages | Evaluation Criteria | Maximum Points |
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| <p>4. identify the Proponent’s strategy for incident management and administration of the following during the Construction Period:</p> <ul style="list-style-type: none"> <li>A. construction zone accidents and related traffic management;</li> <li>B. fire calls within the construction zones; and</li> <li>C. incident management within the construction zones.</li> </ul> <p>5. Identify the intended strategies for obtaining and recording as-built information and final details for submission of As-built Construction Reports to meet the requirements in Schedule 18 of the Project Agreement.</p> <p>6. Provide a written narrative describing the Proponent’s approach to commissioning and a table of contents for a Commissioning Plan prepared specifically for the Project, including a description of:</p> <ul style="list-style-type: none"> <li>A. the Proponent’s approach to meeting Schedule 18 of the Project Agreement with respect to Substantial Completion and the transition services;</li> <li>B. the Proponent’s commissioning team and the roles and participation schedule of members of the Proponent’s commissioning team;</li> <li>C. the testing methodology and basis of sampling, issue escalation process, deficiency resolution process and other relevant processes required to efficiently commission the New Infrastructure;</li> <li>D. the approach to completing final commissioning and performance testing;</li> <li>E. the approach to working in concert with the Independent Certifier and the City; and</li> <li>F. the approach to coordinating with the operations transitioning plan.</li> </ul> |               |                     |                |

| Submission Requirements   | Maximum Pages | Evaluation Criteria   | Maximum Points |
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| <b>2.7 Aesthetics and Landscaping Design Report</b>   |               | <b>Scale of 0 to 10</b>   | 10             |
| <ol style="list-style-type: none"> <li>1. Prepare an Aesthetics and Landscaping Design Report, which meets the design requirements set out in Schedule 18 of the Project Agreement and addresses the areas of safety, functionality/serviceability, durability/maintainability, and aesthetics. The report should be organized into the following major areas of the Project:                             <ol style="list-style-type: none"> <li>A. strategic plantings;</li> <li>B. plantings at transit stations;</li> <li>C. benches and other features along the Transitway;</li> <li>D. features to announce important locations; and</li> <li>E. artwork to celebrate the heritage of the surrounding communities.</li> </ol> </li> <li>2. The report should include a design brief describing the Proponent’s approach to overall aesthetic design and landscaping for the Project.</li> <li>3. Include an Aesthetics Plan that addresses the improvements required to enhance the overall visual appeal of the Project and how the Stage 1 Infrastructure aesthetic theme will be incorporated into the Project.</li> <li>4. For all proposed aesthetic and landscaping designs, the Proponent shall identify impacts on other design elements, including, but not limited to:                             <ol style="list-style-type: none"> <li>A. roadworks layout;</li> <li>B. CN rail infrastructure</li> <li>C. City structures;</li> <li>D. drainage;</li> <li>E. additional land requirements;</li> <li>F. roadside hazards;</li> <li>G. Utility Infrastructure;</li> <li>H. user functionality and user safety;</li> <li>I. construction staging; and</li> <li>J. Any other pertinent elements.</li> </ol> </li> </ol> |               | <ol style="list-style-type: none"> <li>1. The design brief demonstrates a clear and complete understanding of the scope of the aesthetics and landscaping as set out in Schedule 18 of the Project Agreement;</li> <li>2. The proposed Detailed Design is functional, constructible, and meets the minimum requirements set out in Schedule 18 of the Project Agreement and the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report;</li> <li>3. The design brief demonstrates suitability and functionality of the proposed aesthetic designs and landscaping components;</li> <li>4. The aesthetic plan provides a clear aesthetic theme that flows with the Stage 1 Infrastructure and incorporates the heritage of the surrounding communities;</li> <li>5. Demonstrates supportive and inclusive engagement of the Winnipeg Arts Council; and</li> <li>6. Demonstrates how the proposed aesthetics and landscaping design meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</li> </ol> |                |

| Submission Requirements   | Maximum Pages | Evaluation Criteria   | Maximum Points |
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| <b>2.8 Utility Infrastructure Report</b>  |               | <b>Scale of 0 to 10</b>   | 10             |
| <p>1. Prepare a Utility Infrastructure Report, which meets the design requirements set out in Schedule 18 of the Project Agreement and addresses the areas of safety, functionality/serviceability, durability/maintainability, and aesthetics. The report should be organized into the following major areas of the Project:</p> <ul style="list-style-type: none"> <li>A. Manitoba Hydro;</li> <li>B. CN;</li> <li>C. MTS Allstream Inc.;</li> <li>D. Shaw Communications Inc.;</li> <li>E. Pembina Trails School Division; and</li> <li>F. City of Winnipeg other utility work.</li> </ul> <p>2. Proponents are encouraged to identify design enhancements exceeding the minimum requirements set out in Schedule 18 of the Project Agreement and the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report that are likely to provide significant value for the City in areas such as:</p> <ul style="list-style-type: none"> <li>A. Manitoba Hydro relocation of distribution and communication lines;</li> <li>B. Manitoba Hydro street lighting;</li> <li>C. relocation of Utility Infrastructure within CN Right-of-Way;</li> <li>D. City Traffic Signals works;</li> <li>E. coordination procedures for intersections that have combined City and CN signals;</li> <li>F. coordination procedures for Specified Utility Work;</li> <li>G. City Traffic Services works; and</li> <li>H. any other Utility Work.</li> </ul> <p>3. For all proposed changes noted in the Utility Infrastructure Report significantly different from the solutions illustrated in the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report or exceeding the minimum requirements set out in Schedule 18 of the Project Agreement, the Proponent shall identify impacts on other design elements, including, but not limited to:</p> <ul style="list-style-type: none"> <li>A. roadworks layout;</li> <li>B. CN/City structures;</li> <li>C. drainage;</li> <li>D. additional land requirements;</li> <li>E. construction staging; and</li> <li>F. any other pertinent elements.</li> </ul> |               | <ul style="list-style-type: none"> <li>1. The design brief and drawings demonstrate a clear and complete understanding of the scope of the Utility Infrastructure design as set out in Schedule 18 of the Project Agreement;</li> <li>2. The proposed Detailed Design is functional, constructible, and meets the minimum requirements set out in Schedule 18 of the Project Agreement and the City of Winnipeg Southwest Transitway Stage 2 – Functional Design Report;</li> <li>3. The design brief and drawings demonstrate suitability and functionality of the proposed Utility Infrastructure designs and components;</li> <li>4. Describes efficient integration practices and coordination procedures that are supportive of the Utility Companies; and</li> <li>5. Demonstrates how the proposed Utility Infrastructure design meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</li> </ul> |                |

| Submission Requirements  | Maximum Pages                        | Evaluation Criteria   | Maximum Points |
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| <b>3 OPERATIONS, MAINTENANCE AND REHABILITATION</b>  | 60, excluding drawings and schedules | As noted under each sub-section   | Total of 40    |
| <b>3.1 OMR Plan</b>  |                                      | Scale of 0 to 30  | 30             |
| <ol style="list-style-type: none"> <li>1. Provide an OMR Plan that includes a narrative describing the Proponent’s management approach during the OMR Period, including a description of the Proponent’s approach to:                             <ol style="list-style-type: none"> <li>A. health and safety/risk management;</li> <li>B. Proponent’s business contingency planning;</li> <li>C. description of maintenance facilities and equipment;</li> <li>D. operational procedures that will be used to ensure compliance with the Technical Requirements;</li> <li>E. communications during the OMR Period;</li> <li>F. subcontractor procurement and management;</li> <li>G. core staffing and shift arrangements to be provided during the OMR Period; and</li> <li>H. vehicles and equipment to be provided during the OMR Period.</li> </ol> </li> <li>2. Within the OMR Plan, provide a narrative describing the Proponent’s “start-up plan” for the OMR Services that will ensure that the Proponent is fully operational and capable of delivering the OMR Services upon Substantial Completion, including a description of:                             <ol style="list-style-type: none"> <li>A. the Proponent’s OMR Period “start-up team” and how this “start-up team” will transition the OMR Services to the OMR Provider;</li> <li>B. the interaction and interface with the construction team, including accountabilities for hand-over and commissioning;</li> <li>C. the interaction and interface with the City with respect to transit service requirements and snow clearing and ice control operations; and</li> <li>D. the training and orientation of the Proponent’s staff and subcontractors’ staff.</li> </ol> </li> <li>3. The OMR Plan shall be organized into the following four sections: Inspections, Operational Maintenance, Preventative Maintenance, and Rehabilitative Maintenance:                             <ol style="list-style-type: none"> <li>A. Inspections</li> </ol> </li> </ol> |                                      | <ol style="list-style-type: none"> <li>1. Thoughtful description of planned OMR Services organization, activities, and procedures with demonstrated applicability to specific requirements of the Project;</li> <li>2. Demonstrates an understanding of the specific scope and requirements of this Project in the Proponent’s strategy for delivering the OMR Services;</li> <li>3. Demonstrates a strategy and approach to delivery of the OMR Services that is responsive and efficient;</li> <li>4. Demonstrates that the organizational structure is adequate to perform the OMR Services;</li> <li>5. Demonstrates that the “start-up team” for OMR Services includes Key Individuals, experienced transition staff and staff who will remain on the Project during the OMR Period;</li> <li>6. Demonstrates a strategy and approach to delivery of the Stadium Access Maintenance;</li> <li>7. Demonstrates that the “start-up plan” takes into consideration Project requirements and inclusion of Stage 1 Infrastructure;</li> </ol> |                |

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| <p>I. provide a detailed narrative describing the Proponent’s approach to inspections, including a schedule and scope for the inspections to ensure the inspections and monitoring identified in Schedule 18 of the Project Agreement will be met. The OMR Plan is to include, but not be limited to, inspections of:</p> <ul style="list-style-type: none"> <li>a. Transitway, Roadway and AT paths;</li> <li>b. structures;</li> <li>c. station, stops, Park and Ride, and Kiss and Ride facilities;</li> <li>d. pump stations; and</li> <li>e. other related OMR Infrastructure.</li> </ul> <p>II. describe what resulting information will be provided to the City in the OMR Monthly Report.</p> <p>B. Operational Maintenance</p> <p>I. provide a narrative describing how the Operational Maintenance will be provided during the OMR Period to meet the Performance Requirements in Schedule 18 of the Project Agreement. The OMR Plan is to include, but not be limited to, Operational Maintenance of:</p> <ul style="list-style-type: none"> <li>a. Transitway, Roadway and AT paths;</li> <li>b. structures;</li> <li>c. station, stops, Park and Ride, and Kiss and Ride facilities;</li> <li>d. pump stations; and</li> <li>e. other related OMR Infrastructure.</li> </ul> <p>II. describe what resulting information will be provided to the City in the OMR Monthly Report as described in Schedule 18 of the Project Agreement;</p> <p>III. furthermore, the OMR Plan shall deal with both summer and winter maintenance strategies and include a description of the Proponent’s approach to the following:</p> <ul style="list-style-type: none"> <li>a. a process to identify, schedule, and undertake Operational Maintenance activities;</li> <li>b. a comprehensive list of Operational Maintenance activities planned to be undertaken during the OMR Period to meet the requirements of Schedule 18 of the Project Agreement;</li> <li>c. a process for communication of the Proponent’s Operational Maintenance activity schedule with the City;</li> <li>d. identification of strategies, processes and schedule for the following activities:             <ul style="list-style-type: none"> <li>i. delivering and managing snow clearing, snow hauling, and ice control;</li> <li>ii. grass cutting and landscaping maintenance;</li> </ul> </li> </ul> |  | <ul style="list-style-type: none"> <li>8. Demonstrates understanding of scope and requirements of transition, interaction and interfaces with the construction team and the City;</li> <li>9. Demonstrates capability and resources for measurement, analysis and inspection reporting;</li> <li>10. Demonstrates how the proposed inspections meet or exceed the requirements set out in Schedule 18 of the Project Agreement;</li> <li>11. Demonstrates an effective strategy for delivering Operational Maintenance services;</li> <li>12. Demonstrates an understanding of the specific scope and requirements for Operational Maintenance and scheduling within the Transitway and transit stations to support City Operations;</li> <li>13. Demonstrates a clear process for managing demand maintenance activities;</li> <li>14. Demonstrates effective processes for delivering and managing snow clearing, snow hauling, and ice control;</li> <li>15. Demonstrates a clear process for managing Preventative Maintenance activities;</li> <li>16. Addresses how disruptions to City Operations will be minimized during Preventative Maintenance;</li> <li>17. Demonstrates how the proposed Preventative Maintenance meets or exceeds the requirements set out in Schedule 18 of the Project Agreement;</li> <li>18. Demonstrates an understanding of the link between maintenance, lifecycle renewal and reliability;</li> <li>19. Demonstrates efficient technical resources to develop major</li> </ul> |  |
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| <ul style="list-style-type: none"> <li>iii. storm water drainage system elements, including culverts, ditches, underground piping, and storm water management facilities;</li> <li>iv. maintaining a clean and aesthetically pleasing appearance of the OMR Period Lands;</li> <li>v. Roadway and bridge surface sweeping, cleaning and graffiti removal;</li> <li>vi. transit station cleaning, graffiti removal, snow and ice management, landscaping, pest and rodent management; and</li> <li>vii. lighting and signalization poles and plant.</li> </ul> <p>IV. provide a detailed narrative describing the Proponent's approach to demand maintenance, including a description of:</p> <ul style="list-style-type: none"> <li>a. the processes used specifically for delivering and managing demand maintenance activities; and</li> <li>b. the methods to communicate and update users on the status of their requests.</li> </ul> <p>V. specific considerations and service methodologies to serve City Operations.</p> <p>C. Preventative Maintenance</p> <ul style="list-style-type: none"> <li>I. provide a narrative describing how the Preventative Maintenance will be provided during the OMR Period to meet the Performance Requirements in Schedule 18 of the Project Agreement. The OMR Plan is to include, but not be limited to, Preventative Maintenance of:             <ul style="list-style-type: none"> <li>a. Transitway, Roadway and AT paths;</li> <li>b. structures;</li> <li>c. station, stops, Park and Ride, and Kiss and Ride facilities;</li> <li>d. pump stations; and</li> <li>e. other related OMR Infrastructure.</li> </ul> </li> <li>II. describe what resulting information will be provided to the City in the OMR Monthly Report as described in Schedule 18 of the Project Agreement; and</li> <li>III. provide a detailed narrative describing the Proponent's approach to Preventative Maintenance, including a description of:             <ul style="list-style-type: none"> <li>a. the processes used specifically for delivering and managing Preventative Maintenance activities;</li> <li>b. how disruptions to City Operations will be minimized during Preventative Maintenance activities; and</li> <li>c. the proposed approach to Preventative Maintenance schedule and frequencies (i.e., industry practice, original equipment manufacturer specifications, proprietary practices, regulatory</li> </ul> </li> </ul> |  | <p>maintenance and rehabilitation activities;</p> <ul style="list-style-type: none"> <li>20. Demonstrates an effective approach to minimizing disruptions to Infrastructure Users and specifically transit service operations during major maintenance and rehabilitation projects;</li> <li>21. Demonstrates an understanding of the specific needs for snow clearing, snow hauling, and ice control for City Operations;</li> <li>22. Demonstrates an understanding of transit service requirements and snow clearing, snow hauling, and ice control when describing minimizing disruptions;</li> <li>23. Demonstrates that contingency planning is well considered and supported by appropriate resources;</li> <li>24. Demonstrates that subcontractor procurement and management is well described and supported by appropriate resources;</li> <li>25. Demonstrates an understanding of the specific scope and requirements for cleaning tasks and scheduling within the transit stations to support City Operations;</li> <li>26. Demonstrates an effective strategy for delivering transit grounds maintenance;</li> <li>27. Demonstrates a clear project management approach and related skilled project management staff for delivery of larger lifecycle projects;</li> <li>28. Demonstrates how the proposed major maintenance and rehabilitation meets or exceeds the requirements set out in Schedule 18 of the Project Agreement;</li> <li>29. Demonstrates sufficient details on</li> </ul> |  |
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| <p>requirements).</p> <p>D. Rehabilitative Maintenance</p> <p>I. provide a narrative describing how the Rehabilitative Maintenance will be provided during the OMR Period to meet the Performance Requirements in Schedule 18 of the Project Agreement. The OMR Plan is to include, but not be limited to, Rehabilitative Maintenance of:</p> <ul style="list-style-type: none"> <li>a. Transitway, Roadway and AT paths;</li> <li>b. structures;</li> <li>c. station, stops, Park and Ride, and Kiss and Ride facilities;</li> <li>d. pump stations; and</li> <li>e. other related OMR Infrastructure.</li> </ul> <p>II. describe what resulting information will be provided to the City in the OMR Monthly Report as described in Schedule 18 of the Project Agreement; and</p> <p>III. provide a detailed narrative describing the Proponent's approach to Rehabilitative Maintenance, including a description of:</p> <ul style="list-style-type: none"> <li>a. the overall approach, resources and strategy used to develop the most effective balance of Rehabilitative Maintenance, Preventative Maintenance and design/construction;</li> <li>b. the planning of major maintenance and rehabilitation projects for the various components to minimize disruption to City Operations;</li> <li>c. the approach to delivery of lifecycle projects, including resources, delivery, interfaces with the City and management;</li> <li>d. proposed methodology for periodic review and adjustment of planned rehabilitation scope and timing;</li> <li>e. maintenance management system proposed by the Proponent to monitor the condition of the completed rehabilitation works; and</li> <li>f. how the Proponent intends to ensure that all assets are fully functional and capable of meeting the Handback Requirements set out in Schedule 18 of the Project Agreement on the Expiry Date.</li> </ul> |  | <p>the system used for maintenance and renewal management, including its capabilities;</p> <p>30. Demonstrates a clear process for managing and maintaining assets;</p> <p>31. Comprehensive approach to challenges of measuring asset condition and asset management initiatives to ensure compliance with Handback Requirements; and</p> <p>32. Demonstrates how the proposed overall OMR Services strategy meets or exceeds the requirements set out in Schedule 18 of the Project Agreement.</p> |  |
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| Submission Requirements  | Maximum Pages | Evaluation Criteria   | Maximum Points |
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| <b>3.2 OMR Services Schedule</b>   | Schedule only | Scale of 0 to 10  | 10             |
| <ol style="list-style-type: none"> <li>1. Provide a carefully considered high level schedule (OMR Services Schedule) using Microsoft Project or similar project management software including all key inspection, Operational Maintenance, Preventative Maintenance, and Rehabilitative Maintenance tasks and milestones related to the OMR Services identified in Schedule 18 of the Project Agreement.</li> <li>2. As part of the OMR Services Schedule, clearly identify the rehabilitation and asset life cycle, including separate descriptions, for at least the following:                         <ol style="list-style-type: none"> <li>A. Transitway, Roadway and AT paths;</li> <li>B. structures;</li> <li>C. station, stops, Park and Ride, and Kiss and Ride facilities;</li> <li>D. pump stations; and</li> <li>E. other related OMR Infrastructure.</li> </ol> </li> </ol> |               | <ol style="list-style-type: none"> <li>1. Demonstrates a comprehensive approach to inspections over the OMR Period;</li> <li>2. Demonstrates a comprehensive approach to Operational Maintenance over the OMR Period and the critical nature of City Operations;</li> <li>3. Demonstrates that Preventative Maintenance schedules will be developed considering industry practices, the specific requirements of the Project, and the critical nature of City Operations;</li> <li>4. Demonstrates a comprehensive approach to Rehabilitative Maintenance over the OMR Period; and</li> <li>5. Demonstrates the OMR Services Schedule incorporates main activities to meet the Performance Requirements and Handback Requirements.</li> </ol> |                |