

774-2025 ADDENDUM 2

PROFESSIONAL CONSULTING SERVICES RAPID TRANSIT – DOWNTOWN CORRIDORS – PRELIMINARY DESIGN

URGENT

**PLEASE FORWARD THIS DOCUMENT TO
WHOEVER IS IN POSSESSION OF THE
BID/PROPOSAL**

ISSUED: November 21, 2025
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**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID/PROPOSAL AND SHALL FORM
A PART OF THE CONTRACT DOCUMENTS**

Template Version: Add 2024-02-01

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.

PART B – BIDDING PROCEDURES

Revise: B11.9 to read: The Design Consultant may include additional personnel management, leadership, **or technical lead roles** to supplement the project. **Relevant information about each additional team member including bio/CV should be limited to two pages.**

PART D – SUPPLEMENTAL CONDITIONS

Revise D5.1(b)(ii)(ii) to read: A review of the existing Primary Transit Network, identifying key transfer locations and connections for transit vehicles to access the street network. **For clarity, the downtown rapid transit corridors are intended to service routes on the Primary Transit Network passing through the study area (i.e. BLUE, FX, F lines). Through the Conceptual and Functional Design phase however, the Design Consultant shall work with City of Winnipeg staff to identify, assess, and incorporate potential access points between mixed on-street operating conditions and dedicated transitway infrastructure for purposes such as deadheading or use by emergency vehicles.**

Add: D7.1(b) Existing agreements between City of Winnipeg and railways relevant to the project area.

PART E – SPECIFICATIONS

Revise: E14.1 to read Design pavement structures as required within the project limits **for the recommended Preliminary Design alignment**. The pavement cross section may change based on soil conditions and adjacent roadway structures. Pavement design shall be in accordance with the Pavement Design Guideline provided in Appendix D **and be conducted using AASHTOWare Pavement ME Design**. Where reconstruction is limited to the transit lanes, the pavement cross-section shall match the existing structure unless differing soil conditions necessitate an alternative design.

Revise: E15.3 to read Conduct fatigue analysis for rail bridges and structures inside the VIA rail station within the project limits to confirm suitability to be reused for the proposed transit loading and identify and needs for strengthening or rehabilitation. **For Via Rail Structures supporting Track 1 and Track 2 within the Union Station Train Shed, the Design Consultant shall complete the inspection and condition assessment as per OSIM.**

To assess the loading the structure has experienced to date, fatigue analysis and rehabilitation recommendations shall be conducted as per AREMA. Future loading shall be conducted as per the Canadian Highway Bridge Design Code due to change in the design vehicle.

- Add: E15.2(b)(i) For underpasses used by bus rapid transit, inspections of overhead rail structures will be limited to confirming available vertical clearances and horizontal clearances for required lane widths and active transportation. If changes to the existing underpass structures are required, fees to undertake additional inspections and functional/preliminary design work will be negotiated with the Design Consultant and paid for from the Cash Allowance. This is expected to apply to the following structures:
- Main Street Underpass at CN south of Stradbrook Avenue;
 - York Street Underpass at CN east of Main Street;
 - William Stephenson Way underpass at CN east of Westbrook;
 - Pioneer Avenue underpass at CN east of Westbrook; and,
 - Main Street Underpass at CPKC north of Higgins Avenue.
- Add: E18.1 (i) Further to E18.1, during the Functional Design Stage, the Design Consultant shall identify and provide an understanding of potentially impacted areaways adjacent to the BRT alignments being considered. It is the intent that inspections and recommendations for areaways would be limited to areas adjacent to the recommended alignment during the Preliminary Design Stage.
- Add: E21.6(b)(i) The Communications Plans will be drafted by the City during the Functional Design Stage and will consider details of the design process and design options. It will include project background information, the project goal (to raise awareness of the opportunity to engage with the future preliminary design), key messages, a list of tactics and deliverables, questions we anticipate hearing and the answers to those questions, development of a projects frequently asked questions list. The City-developed Communications plan will be provided to guide the creation of project webpage materials and support its management. It will contain language that can be pulled directly by the Design Consultant for use in webpage materials.

QUESTIONS AND ANSWERS

- Q1: Can the City provide property agreement information?
- A1: Properties impacted will depend on the specifics of conceptual, functional, and the recommended preliminary design option. The City will provide property agreement information to the successful proponent during the Conceptual Design phase as options are being developed.
- Q2: Do the condition assessments noted in E15.1 require OSIM Level 2 Inspection Reports? Would the City be agreeable to providing a written report instead?
- A2: OSIM Level 2 inspection are required as per the RFP requirements. The previous OSIM inspection reports can be shared upon request to help complete the scope of work. All element take offs for the Norwood and Main Street Bridges are included. See further details in the answer to Question 6 below.
- Q3: For the structural inspections within and below Union Station Track 1 & Track 2, the bridge spans are not all accessible due to ventilation, infrastructure, ceilings etc. Will ceiling and ducts etc. be removed for the purpose of inspection.
- A3: Bidders can assume they will be responsible for inspecting as much as possible without these removals and to make appropriate assumptions for inaccessible areas.
- Q4: Is active transportation expected to be incorporated into the design of the High Line?

A4: No. The High Line will be for transit vehicles and emergency service vehicle use only.

Q5: Confirm if CCTV requirements according to E9.7 will be paid out by a Cash Allowance.

A5: Expenses for hiring a contractor to conduct CCTV inspections will be paid out of the Type 2 Allowable Disbursements along with administrative fee of up to 5% and will not be part of the evaluated fee. Consultant will be required to:

- confirm with the Water and Waste Department (WWD) which sewers within the study area that require televising;
- hire televising contractor and administer a televising contract;
- and obtain sewer televising videos from contractor;
- review and provide repair recommendations to WWD;
- provide obtained sewer televising videos to the City; and,
- prepare an estimate to complete the recommended repairs to be included in the PD Class 3 estimate.

The above scope shall be included in each bidders evaluated fees. Coordination with WWD to confirm detailed limits after the recommendation and Class 3 estimate are prepared are outside the scope of this study.

Q6: Confirm that a full OSIM Level 2 inspection and condition assessment is required for Main Street & Norwood bridges. There was an OSIM inspection and condition assessment on the deck components in 2022 and the bridge decks were subsequently rehabilitated.

A6: Findings and reports from the noted recent inspections of the Main Street and Norwood Bridges are available upon request. The noted previous inspections did not include all bridge elements, but only those deemed necessary for the bridge deck rehabilitation works. It is not the intention that the OSIM Level 2 inspections required for this study would duplicate those findings, but rather to complete the outstanding inspection and reporting for elements not included as part of recent investigations (e.g. substructure, bearings, etc.).

Q7: Will the City advise on which buildings have encroachments into the right-of-way and provide available agreements?

A7: The City will work with the Design Consultant to identify and review encroachments into the right of way based on existing available agreements during the Functional Design Stage.

Q8: As areaway condition is the responsibility of the property owner, is it the intention for the Design Consultant to discuss options for abandonment and/or restoration with the property owner at their expense or is it the intention that that the City will repair/abandon these at the City's expense?

A8: Discussing options for abandonment and/or restoration and associated costs with property owners typically occurs during the Detailed Design phase and is outside the scope of this study.