

774-2025 ADDENDUM 3

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 28, 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: B9.6 to read: The Proposal shall include a Time and Expenses based cash allowance in the amount of **\$450,000** for potentially required engineering services delivered by the Design Consultant that will be identified and determined throughout the course of the Project potentially including but not limited to drainage studies, utility assessments (E9), pavement condition assessments (E12), environmental assessments (E19), property appraisal (D5.1(e)(iv)(i)).
- Revise: B11.9 to read: The Design Consultant may include additional personnel management, leadership, or technical roles to supplement the project. **While relevant information about the team members involvement on this project will not be limited**, supporting information including bio/CV should be limited to two pages.

PART D – SUPPLEMENTAL CONDITIONS

- Revise: D5.1(c)(viii) to read: Conduct a desktop review of potential environmental impacts **including a submission of a Historic Resources Branch Screening Request for the project review/comment.** (Note that a Phase I Environmental Site Assessment will only be conducted on the single recommended preliminary design alignment according to E19).
- Add: D4.5(b)(vi) New rapid transit stations as per locations identified in the Winnipeg Transit Master Plan and Summary of Observations – Mobility Network Analysis for Rapid Transit Expansion Study (additional ~10 rapid station locations within the Study Area).
- Delete: D5.1(g)(iii)

PART E – SPECIFICATIONS

- Revise: E2.1(b) to read: Available transit operations data including passenger boarding/alighting volumes schedules, stop/routes map in Geographic Information System compatible (.csv) format, **and available modelling results for the study area including total ridership, assumed boardings/alightings at Union Station, assumed frequency for routes on the Downtown Corridors.**

- Add: E8.2(a) Further to E8.2, as an alternative to an Independent Road Safety Consultant, the Functional Design Road Safety Evaluation and Preliminary Design Road Safety Audit may instead be performed by a team of qualified individuals within a proponent. The identified Road Safety team must not participate in the design or serve any other project-related role.
- Add: E9.8 The scope and fees associated with conducting necessary assessments of sewer televising investigations by the Design Consultant in E9 will be negotiated with the Consulting Contract Administrator and paid for from the Cash Allowance.
- Add: E15.1(a) Further to E15.1, An OSIM Level 2 inspection of the retaining wall south of York Avenue may be required depending on the recommended alignment and profile of the new Transitway bridge structure over York Avenue east of Main Street. If required, fees for this investigation will be negotiated with the Consulting Contract Administrator and paid for from the Cash Allowance.
- Add: E18.4 The scope and fees associated with conducting areaway investigations by the Design Consultant will be negotiated with the Consulting Contract Administrator and paid for from the Cash Allowance.

QUESTIONS AND ANSWERS

- Q1: Does City of Winnipeg have an assumed propulsion technology determined for BRT? (e.g., hydrogen fuel cell, battery electric, hybrid, or a mix?) If battery electric, will en-route charging require consideration?
- A1: There will not be a specific propulsion technology implemented for BRT through the Downtown Corridors, rather the buses using these corridors will represent the overall Winnipeg Transit fleet which is a mix of diesel, hydrogen, and battery-electric. Provisions for en-route charging will be outside the scope of this study.
- Q2: Does the City of Winnipeg have an Indigenous Relations lead or a preferred approach for engagement with First Nations or Métis Peoples?
- A2: The Design Consultant is expected to work and coordinate with the Office of Public Engagement and Indigenous Relations Department as part of the Engagement scope of work targeting key stakeholders (e.g. businesses, property owners, employers) within and immediately adjacent to the Study Area. Further engagement with stakeholders outside of the study area is outside the scope of work of the project. If during the course of the project, additional engagement is required beyond the key stakeholders within and immediately adjacent to the Study Area, this would be added to the Project as a change in scope of services.
- Q3: Section 16.4 identifies that structures must be designed to take into account a future conversion to light rail transit. Please confirm if this requirement will also apply to utility infrastructure.
- A3: The intent of the design is to only include necessary utility infrastructure required for bus rapid transit operations and associated stations requirements (e.g. communications, lighting, signals, audible chimes, passenger information systems, etc.). Additional utility design required for future conversion to rail is outside the scope of this study.
- Q4: Is televising required for all sewers in the Study Area as part of the Preliminary Design investigations?
- A4: The extent of sewer televising is not expected to include all sewers within the study area, but rather will be informed by the recommended preliminary design alignment in consultation with the City of Winnipeg Water and Waste Department. The City may reduce the extent of sewer televising further considering televising investigations completed in recent history as part of other projects.
- Q5: Can the City clarify if the topographic survey is to be included in the Type 2 Disbursements?
- A5: Preliminary topographic survey of the study area is to be included in the evaluated fees.

Q6: Renderings in the Transit Master Plan show both a Blue Line/High Line station and Active Transportation on the High Line at Stradbrook. Addendum #2 clarified that provisions for Active Transportation will not be included in the design of the High Line. Can the City similarly confirm if a station is expected on the High Line at Stradbrook?

A6: The renderings included in Winnipeg Transit Master Plan are intended to communicate the look and feel of the potential future downtown rapid transit corridors. Winnipeg Transit has not determined the requirement for a new rapid transit station on the High Line at Stradbrook. Evaluating if this station location is warranted should be considered by the Design Consultant during the Conceptual/Functional Design Stage.

Q7: Is it required to design vertical circulation to the underground concourse under Portage and Main?

A7: Designing for vertical circulation to the underground concourse under Portage Avenue and Main Street is outside the scope of this study. There is no intention to close or add access points to the Underground Concourse as a part of this study.

Q8: Further to Addendum #1, Q1 response, the City has provided as-built drawings for some bridge structures. It is unclear if complete as-built drawings will be available for all bridge structures prior to the submission date (including Via Station). Considerable effort will be required to determine structural sizes etc. Should the consultant assume that as-built drawings will not be available for all bridge structures and plan for the level of effort accordingly?

A8: The bidder can assume that as-built drawings for City structures, CN structures, and Via Rail structures will be available to the Design Consultant. If further investigation is required to determine structural sizes etc., this will be paid for from the Cash Allowance.

For consistency with the addition of E9.8 above, see revision to Addendum 2 Question 5 below:

Addendum 2 Q5: Confirm if CCTV requirements according to E9.7 will be paid out by a Cash Allowance.

Addendum 2 A5: Expenses for hiring a contractor to conduct CCTV inspections will be paid out of the Type 2 Allowable Disbursements along with an administrative fee of up to 5% and will not be part of the evaluated feed. The Design 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;
- 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 Preliminary Design Class 3 estimate.

As the extent of sewer televising will be determined based on the recommended preliminary design alignment, the above scope shall be negotiated with the Design Consultant and be paid out of the Cash Allowance.