



REQUEST FOR QUALIFICATIONS

453 - 2008

**FROM
PRIVATE SECTOR TEAMS
FOR THE**

DESIGN, BUILD, FINANCING & MAINTENANCE

OF THE

DISRAELI BRIDGES PROJECT

August 19, 2008



Office of the Mayor • Cabinet du Maire

I am pleased to announce that the City of Winnipeg will be issuing a Request for Qualifications (“RFQ”) for the refurbishment of a significant component of our transportation infrastructure, the Disraeli Bridge. This bridge, which opened in 1960, is comprised of two separate segments of road and bridge that cross over both the Red River and the CPR main line, and total about 2 kms in length.

Over the last few years, the City has been reviewing the condition of this bridge and studying options to improve the geometry of its approach roads, pedestrian access and safety, and the condition of its deck, structure and piers.

Over the past year, we have also embarked on a study to re-examine the use of Public-Private-Partnerships (“PPPs”) to deliver large capital projects. Our past experience with a PPP, the Charleswood Bridge, has demonstrated that PPPs can provide extended lifecycle benefits as compared to projects that are delivered using conventional methods. This study has determined that the Disraeli Bridge rehabilitation project is a suitable candidate for a PPP under a long term Design-Build-Finance-Maintain (“DBFM”) agreement with a private partner.

The release of this RFQ is the first step in the PPP transaction process that we will use to select a private partner to enter into the long-term DBFM arrangement. It will also serve the dual purpose of:

- i. confirming the interest of Canadian PPP market participants to invest in our project; and
- ii. identifying and assessing the qualifications of, and ultimately selecting a suitable private partner.

No more than three of the proponents who respond to this RFQ, and best satisfy its requirements, will be short-listed and invited to submit a detailed proposal in response to a Request for Proposals anticipated to be issued in late 2008.

The release of this RFQ demonstrates the City of Winnipeg’s commitment to this project and is an important milestone in the completion of the Disraeli Bridge rehabilitation project. Its results will also influence our interest in pursuing the use of PPPs on other projects.

Winnipeg is a City of Opportunity. I invite you to examine the opportunities that this RFQ presents. The City of Winnipeg looks forward to seeing the solutions that the private sector can bring to improve a vital part of Winnipeg’s transportation infrastructure.

Yours sincerely,

Sam Katz
MAYOR

City of Opportunity • Ville d’avenir

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DEFINITIONS

When used in this RFQ:

Assets means the vital roadworks in the City's transportation infrastructure comprised of the approach streets, traffic interchanges and the Disraeli Bridges that are the subject matter of the Project and are illustrated in Figure 2 of this RFQ.

Break Payment means the amount determined by the City to be payable to each Proponent for wasted Proposal development costs in the event that the procurement process commenced by issuance of this RFQ is terminated by the City after issuance of the RFP at a time when the City recognizes that Proponents have expended significant time and effort preparing to respond to the RFP.

Business Day means any Calendar Day, other than a Saturday, Sunday, or a statutory or civic holiday.

City means The City of Winnipeg as continued under The City of Winnipeg Charter, Statutes of Manitoba 2002, c. 39, and any subsequent amendments thereto.

Commissioning Date means that date when construction of the contemplated Disraeli Bridges Project is complete, and the Maintenance Term commences.

Contact Individual means the individual associated with the Contact Organization who shall be responsible for all of the Respondent's communications with the City in respect of this RFQ, and is to be identified as such in the Respondent's submission.

Contact Organization means the business organization (corporation, joint venture, general partner, etc) responsible for all of the Respondent's communications with the City in respect of this RFQ and identified as such in the Respondent's submission.

Deal Parameters means those basic commercial terms identified in Appendix E to this RFQ which the City expects to include in the final form of the DBFM Agreement issued in the RFP stage of this procurement process.

DBFM means design, build, finance and maintain.

DBFM Agreement means the contract intended to be awarded for performance of the design, build, finance and maintain obligations required by the Disraeli Bridges Project in the two stage procurement process commenced by issuance of this RFQ.

Designated Representative means the leader of the City's Project Team identified as such in this RFQ, or by subsequent written notice if replaced, as the City's contact person for various communications between Respondents and the City during the RFQ process.

Disraeli Bridges means the City structures for the Canadian Pacific Railway overpass and the bridge spanning the Red River, the location and configuration of which are illustrated in Figure 2 of this RFQ.

Evaluation Committee means the individuals appointed by the City's Project Team to review, evaluate and make recommendations in respect of submissions made in response to this RFQ.

Fairness Advisor means the person to be appointed by the City to oversee the procurement process commenced by issuance of this RFQ and to be responsible for ensuring that the procurement process proceeds in a fair manner.

Hand-back Date means the date at the end of the Maintenance Term when the upgraded Disraeli Bridges and associated roadworks shall cease to be subject to the care and custody of any successful private sector Proponent under the intended DBFM Agreement so that possession and control of the Works shall revert entirely to the City.

Honorarium means the sum payable to certain unsuccessful Proponents at the end of the RFP stage of the procurement process which commenced with issuance of this RFQ.

Information Meeting means the non-mandatory meeting with the City's Project Team at which information relevant to the Project and this procurement process will be made available to persons who have registered in advance and are interested in responding to this RFQ.

Key Individual means an individual designated in the submission of a Respondent to play a lead role for and on behalf of one or more Members of the Respondent Team.

Latent Defect means a defect that is hidden or concealed and could not be discovered by reasonable and customary inspection; one of which no party to the DBFM Agreement contemplated by this RFQ had, at the relevant time, actual knowledge, or should, upon the exercise of reasonable care, have acquired knowledge.

Maintenance Term means the 25-35 year period to be fixed in the DBFM Agreement commencing on the Commissioning Date and continuing through to the Hand-back Date during which any Proponent successful in the RFP stage of this procurement process shall maintain the upgraded Disraeli Bridges and associated roadworks in accordance with terms to be finalized in the DBFM Agreement.

Member, or Team Member means a business organization (corporation, joint-venture, partnership, etc.) identified in a Respondent's submission to this RFQ as the entity to be responsible for one or more aspects of the Project including Project Lead, design, construction, financing or maintenance on the Respondent's proposed team.

Member Lead means the business organization identified in a Respondent's submission to this RFQ as the entity which will be the Contact Organization responsible to lead and to communicate with the City on behalf of a Member of the Respondent Team proposed in response to this RFQ.

P3 means ‘public-private-partnership’ and is an acronym for a method for public sector procurement and contracting intended to solicit innovative solutions and engage a well-qualified team of private sector participants in the design, construction, long-term financing, operation and/or maintenance of large public infrastructure projects.

Preferred Proponent means the private sector team, if any, recommended by the RFP Evaluation Committee to City Council for award of the DBFM Agreement at the end of the procurement process commenced by issuance of this RFQ.

Project means the entire process for procurement commenced by issuance of this RFQ including the intended contract award and performance by a private sector team of requirements to be finalized in a Design Build Finance and Maintain Agreement for upgrade of the Assets with Hand-back to the City at the end of a 25-35 year Maintenance Term.

Project Lead means the Respondent Team Member, or Key Individual intended to provide the directing mind and will of the Respondent Team and identified as such in the Respondent’s submission.

Project Team means the group of City employees led by the City’s Designated Representative charged with responsibility to oversee the procurement and contracting process commenced by issuance of this RFQ.

Proponent means any one of the private sector teams selected from among the Respondents in this RFQ process and thereafter entitled to participate in the RFP stage of the procurement process for the Project which is to follow.

Respondent means any private sector team which registers to gain access to information pertinent to this RFQ and the Project, and then makes a submission.

Respondent Team means the private sector business entities and/or individuals which join together and propose, in response to this RFQ, to compete as a Team for selection to perform various aspects of the Project under the intended DBFM Agreement including design, construction, financing, maintenance and Project Lead.

RFP means ‘Request for Proposals’ and in this document specifically means the second stage of the procurement process intended to follow completion of this RFQ stage of the process now commenced.

RFQ means ‘Request for Qualifications’ and in this document specifically means the first stage of the procurement process commenced by issuance of this document.

Risk Matrix means the table and contents included in this RFQ as Appendix D.

Short List means the City's list of up to three (3) Respondents selected by the Evaluation Committee in this RFQ stage of the procurement process to receive the RFP when it issues and then participate in the second stage of the process for an opportunity to be awarded the DBFM Agreement.

Submission or submission means the written materials completed and submitted by a Respondent in response to this RFQ.

Substantial Performance means the stage of completion of the construction aspects of the Project that complies with the definition of this term provided in *The Builders' Liens Act of Manitoba*.

Works means the construction work required to upgrade the approach streets, traffic interchanges and the Disraeli Bridges under the Project.

1 INTRODUCTION

1.1 Executive Summary of the Business Opportunity

Elected Council for the City of Winnipeg in the Province of Manitoba, Canada (City), has approved upgrade of the approach streets, traffic interchanges and the Disraeli Bridges which include approximately 2 kilometres of divided roadway, a Canadian Pacific Railway mainline overpass and a bridge across the Red River (Assets) all of which form a key component in the City's transportation infrastructure.

In order to take advantage of private sector resources, ingenuity and expertise, the City intends to use a P3 (private-public-partnership) procurement and payment process with the goal of awarding a contract for the design, build, financing and maintenance of the upgraded Assets to a well qualified private sector team.

The City seeks to have the private sector add value to the Project by reducing out-of-service time, accelerating completion of the Works, appropriately sharing risks and providing long-term maintenance for the upgraded Assets while meeting or exceeding the City's Hand-back requirements.

The City is therefore initiating a fair competitive selection process by issuing this Request for Qualifications (RFQ). The private sector is invited to consider the potential business opportunity outlined in these materials, to form appropriate teams and then respond to this invitation seeking to be selected for full participation in the subsequent issuance of a Request for Proposals (RFP) in competition for award of a Design, Build, Finance and Maintain (DBFM) long term contract.

1.2 Background

A P3 or 'public-private-partnership' is not a partnership per se, but is instead a special type of long-term financing arrangement between a public sector owner on the one hand and private sector participants on the other, who organize themselves as a team to initially finance a given project and then perform other tasks required to deliver high cost infrastructure projects under commercial terms which allow the public sector owner to pay for the private sector services over an extended period of time. One of the major benefits of P3 procurement and contracting is that P3's permit a public sector owner to get numerous projects underway and in service by matching its known future cash flow to time payment obligations rather than relying solely on its current reserves to purchase one completed project at a time under traditional fixed price contract and tender processes.

The City was one of the first municipalities in Canada to utilize the P3 procurement and contracting model for capital project delivery. In 1995, the City successfully used a Design Build Finance and Maintain procurement and contracting process to have the new Charleswood Bridge designed, built, financed and now maintained by a private sector team. The City is currently constructing its East District Police Station using a Finance Build Operate P3 model. The City seeks to expand its use of this more collaborative method of working with the private sector.

After developing an outline business case for proceeding with this Project as a P3, the City decided to proceed with procurement and contracting under a DBFM model.

The current Assets were completed in 1960, connecting Henderson Highway with the City's downtown via Main Street to provide a vital link of approximately 2 kilometres in length between the downtown and the northeastern quadrant of the City. This road system includes a bridge over the Red River and a CPR overpass which were opened in 1959 and 1960, respectively. See Figure 1.

The main bridge is approximately 319 metres long, spanning the Red River as well as Midwinter Avenue, Rover Avenue and Gladstone Street. The CPR overpass is approximately 388 metres long, spanning the CPR mainline as well as Sutherland Avenue and Higgins Avenue. In total, there are 30 spans in these Disraeli Bridges with an overall structure length of 707 metres. See Figure 2.

Through a process of public consultation, the City has determined that community tolerance for full closure of the Disraeli Bridges is limited and that there will be pressure to minimize any such requirement. This public concern is of great importance to the City and must be managed well for the Project to be a success.

The City retained Dillon Engineering/Earth Tech to undertake a condition assessment and preliminary design study for rehabilitation of the Disraeli Bridges and street system between Main Street and Hespeler Avenue. The condition assessment of the existing Assets identified numerous deficiencies needing rehabilitation to ensure the continued integrity of the structures.

Significant issues respecting future traffic capacity, safety concerns for interchange access, barriers, vulnerability of pedestrians and cyclists, street lighting, narrow sidewalks, tripping hazards, lack of bicycle lanes, lack of separation between roadway and sidewalk, and poorly located crossings were identified. Conceptual alternatives and preliminary designs for rehabilitation of the Bridges have been prepared.

Currently, three rehabilitation concepts continue under consideration as the City refines the minimum scope for refurbishment including replacement of the deck of the existing Bridges with a four-lane divided roadway with varying deck widths to better accommodate pedestrians and cyclists, as described in the Project Newsletter dated April 2008. The estimated time for Project completion on a full refurbishment/rehabilitation basis is 16 to 24 months from contract award.

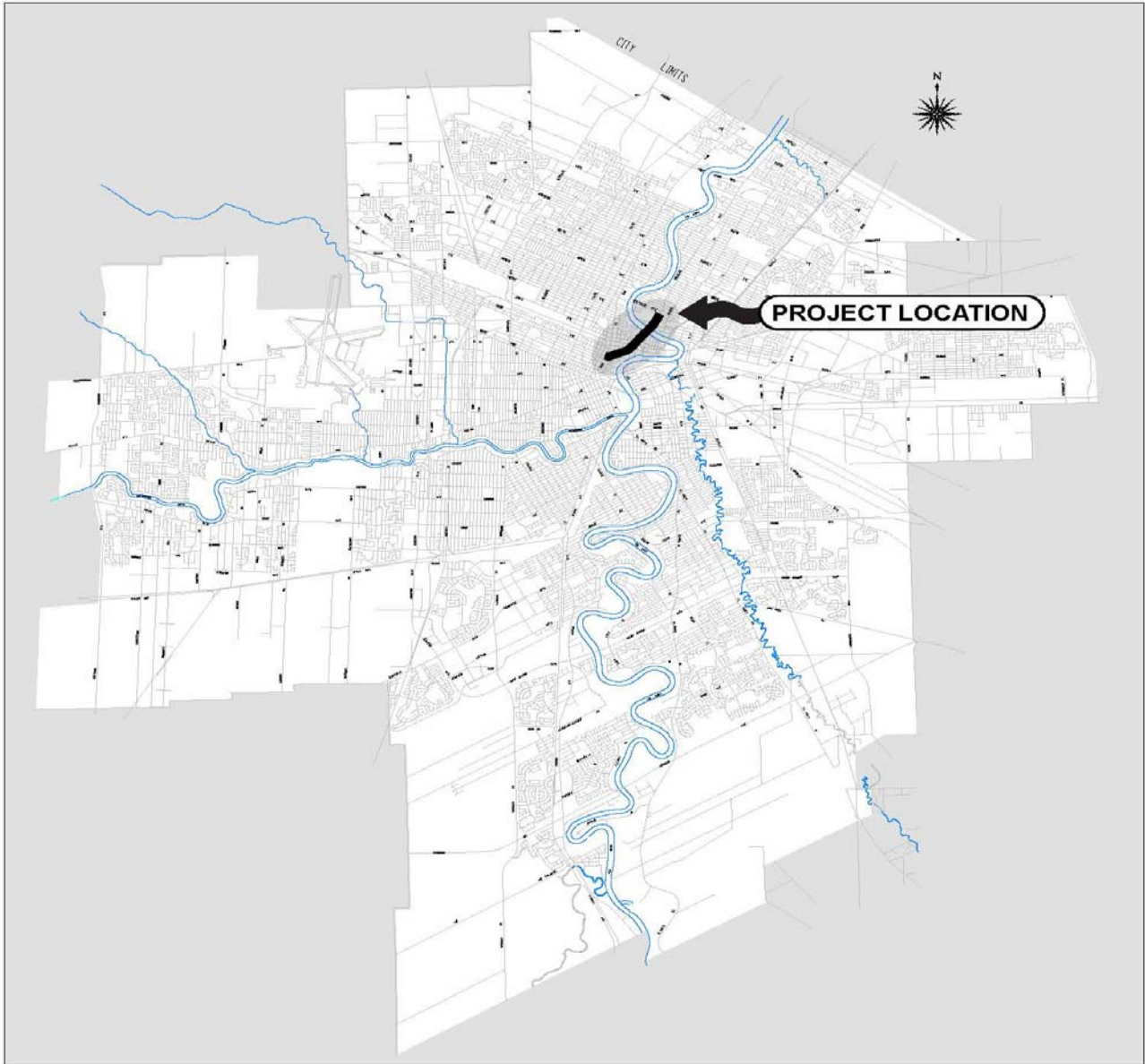
The Project Newsletter and other general information can be found on the Project website at <http://www.winnipeg.ca/PublicWorks/MajorProjects/DisraeliBridges>

Advice and commentary recently received by the City from private sector participants involved in other Canadian P3 projects have encouraged the City to invite proposals for the design, build, financing and maintenance of new as well as refurbished Bridges in order to open competition to the best solutions that the private sector can offer respecting:

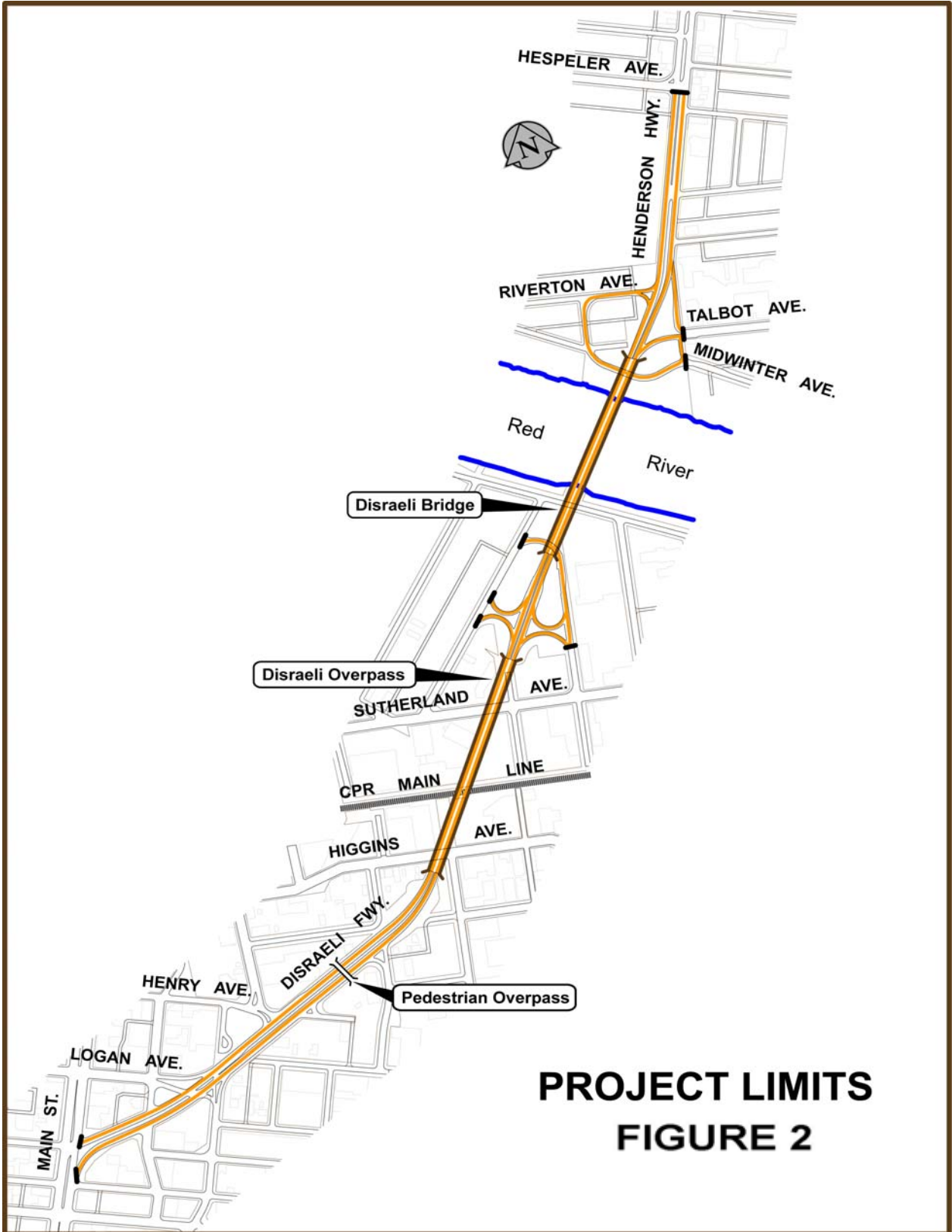
- (a) refurbishment, or
- (b) new construction, or
- (c) a combination of refurbishment and new construction

of the Disraeli Bridges Project.

Note that current minimum standards for the design and construction of new structures exceed those permitted for refurbishment of the existing structures.



THE CITY OF WINNIPEG
FIGURE 1



1.3 Fairness Advisor

The City is in the process of retaining an independent procurement advisor or Fairness Advisor to oversee the selection process for the Project.

The Fairness Advisor's role will be to reassure both the City and private sector participants that the process and decisions resulting are fair, reasonable and consistent with the procurement process laid out for the Project.

1.4 Purpose and Objectives of this RFQ

This RFQ is the first stage in the Design-Build-Finance-Maintain procurement process for the Project.

The purpose of this RFQ is:

- to confirm that there is sufficient interest among suitably qualified private sector participants to proceed effectively with the DBFM procurement process; and
- to identify a maximum of three (3) competent teams of private sector participants for participation in the Request For Proposals (RFP) stage of the DBFM procurement process.

The objectives of the City for the Project and this DBFM procurement process are:

- (a) to conduct a fair, competitive selection process for award of a DBFM Agreement which appropriately allocates risks and rewards between the public and private sector participants;
- (b) to attract a number of diverse, well-experienced private sector teams;
- (c) to receive innovative, well-planned proposals in the RFP stage of the procurement process from all the short-listed RFQ Respondents;
- (d) to expeditiously complete the procurement process;
- (e) to complete construction of the Project in the shortest possible time with the least possible disruption to affected businesses and travelling public, and, if possible, to keep some or all lanes of the existing Disraeli Bridges open during construction;
- (f) to obtain financial terms from a private sector participant that provide the best value possible for public money to be invested in the Project;

- (g) to ensure that the Project is designed, built, and maintained in a sustainable manner that complies with all regulatory requirements, ensures the safety and the convenience of motorists, cyclists and pedestrians alike; and
- (h) to ensure that the Assets are handed back to the City in suitable condition at the end of the Maintenance Term.

Accordingly, the City hopes to identify three (3) private sector teams in this RFQ stage of the procurement process who are well qualified and have sufficient resources so that each is likely to:

1. complete all phases of this DBFM procurement process; and
2. submit highly competitive, innovative proposals that will meet or exceed the City's Project objectives set out above.

1.5 City's Project Team

The City has appointed a Project Team to oversee all aspects of the procurement and construction of the Disraeli Bridges Project.

The Project Team consists of a Project Lead, Henry Hunter, P. Eng., assisted by key City staff. The following firms are on retainer to provide specific advice to the Project Team on technical, financial, legal, procurement process, Project administration and communication issues. The City's advisors are:

- Technical Advisors – Dillon Consulting Ltd. assisted by Earth Tech (Canada) Inc;
- PPP, Finance and Process Advisors – Deloitte & Touche LLP assisted by MMM Group;
- Legal Counsel – Aikins, MacAulay & Thorvaldson LLP; and
- Fairness Advisor – To be advised.

No person or firm retained to advise the City for this Project may participate for or on behalf of any private sector team or private sector team member or provide advice or services in respect of any part of the procurement or submission process. Breach of this condition may result in disqualification of the affected private sector team from all further participation in this DBFM procurement process and from any entitlement to award of the DBFM Agreement.

1.6 City Approval Process

On May 14, 2008 City Council concurred with recommendations of the Executive Policy Committee and authorized the Winnipeg Public Service to proceed with the Project based on a Design Build Finance Maintain delivery model. The City's Chief Administrative Officer was authorized to approve and issue this Request for Qualifications and the Request for Proposals for the Project.

Upon completion of the RFP stage, the City's Project Team intends to provide City Council with a recommendation for award of the DBFM Agreement. Award of the DBFM Agreement to the recommended private sector team (Preferred Proponent) will be subject to final approval by City Council.

2 THE PROJECT

2.1 Scope of Work

The Design, Build, Finance and Maintain private sector team to be selected after the RFP stage of this procurement process will be required to, at minimum:

- upgrade roadways, intersections, medians, signing, and lighting;
- design and construct new and upgraded bus stops and rest areas;
- design and construct aesthetic enhancements to improve and unify the pedestrian environment and feature the heritage of the neighbouring communities;
- provide for pedestrian and cyclist accessibility and safety improvements;
- rehabilitate concrete piers and abutments;
- replace all bridge and overpass bearings;
- blast and zinc coat all re-used bridge, overpass and pedestrian overpass structural steel;
- replace the deck of the Bridges, including sidewalks, expansion joints, and barriers;
- strengthen/replace steel girders to maintain the currently posted load capacity of 36.5 tonnes or to meet the CL-625 loading as defined by the Canadian Highway Bridge Design Code (CHBDC);
- rehabilitate roadways; and
- implement all required riverbank protection measures.

The selected Proponent will either:

- (a) design and construct all rehabilitative measures needed to upgrade the Assets to current City of Winnipeg practice standards for the rehabilitation of bridges and roads, as described in Conceptual Design Report dated December 2006 and subsequent related documents (Appendix C), or, to instead:
- (b) design and construct new or a combination of new and rehabilitated structures necessary to upgrade the Assets to applicable City of Winnipeg practice standards for the rehabilitation of bridges and roads and, where applicable, to comply with City of Winnipeg practice standards for new construction.

In either case of (a) or (b) above, and as part of the Scope of Work, any successful Proponent selected in the RFP stage of this procurement process will be required to:

- a) meet or exceed all applicable National, Provincial and City Codes, standards and policies for design and construction of the Project;
- b) finance all aspects of the Project through to completion of the payment period;
- c) plan for and provide all required traffic management through and around the construction site, minimizing disruption to the travelling public;
- d) maintain the upgraded Assets in accordance with City standards to be specified in the DBFM for an agreed Maintenance Term of 25 to 35 years; and
- e) Hand-back the Works to the City at the end of the Maintenance Term in not less than the condition to be specified by the City in the DBFM.

2.2 Risk Matrix

A Risk Matrix is provided in Appendix D. This Matrix includes the principal risks the City foresees for the Project, and the City's allocation of same for management by the party best suited to carry these risks, responsibilities and the associated costs.

2.3 Key Deal Parameters

The Key Deal Parameters are presented in Appendix E. These are the base terms to be provided in the DBFM form of Agreement.

2.4 Project Schedule

RFQ issue date - August 18, 2008

Registration for Information Meeting - August 27, 2008

Non-mandatory Information Meeting – September 4, 2008

RFQ Submission Deadline – September 30, 2008

Advise up to three (3) Proponents that they have been selected for the RFP stage – November 2008

RFP intended issue date (first part) – November 2008

RFP intended initial RFP Response date – February 2009

RFP approximate staged submission and negotiation period – February 2009 to April 2009

Final Form of DBFM Agreement approximate issuance date – April 2009

RFP approximate Final Proposal Submission Date – May 2009

Intended DBFM Agreement award date – September 2009

City's intended Construction start date – Fall 2009

City's intended Construction completion date – November 2011

Maintenance Term – 25 to 35 years from Commissioning Date.

Hand-back date – at the end of the Maintenance Term.

2.5 Compensation under DBFM Agreement

Any private sector team selected and awarded the DBFM Agreement will receive compensation monthly under that Agreement commencing not later than the Commissioning Date for the upgraded Assets. The City may be willing to entertain proposals which call for some payment upon Substantial Performance of the Works.

The City intends to reserve an amount for a final payment to be made at the end of the Agreement upon Hand-back of the upgraded Assets to the City, the sum of which will depend upon the condition of the upgraded Works.

The overall cost of the Project has not been fixed, and will depend upon the City's assessment of the best value presented by a successful Proponent at the end of the RFP stage of this procurement process. The City's current estimates for various refurbishment options range from \$125 million to \$160 million as discussed in the April 2008 Project newsletter available on the City's Project website at <http://www.winnipeg.ca/PublicWorks/MajorProjects/DisraeliBridges>

More detailed Project budget information will be made available to registered persons. (see 5.2)

2.6 Existing Site Contamination

The property located at 35 – 38 Sutherland Avenue in Winnipeg and currently owned and operated by Manitoba Hydro, was the location of a former manufactured gas plant (MGP). The MGP produced a combustible gas from a process of heating coal, coke and oil. The “manufactured gas” was used in early Winnipeg for street lighting, space heating and cooking. The MGP operated from 1883 to 1957 and had been owned by several different energy companies. Manitoba Hydro acquired the site through the acquisition of Centra Gas Manitoba Inc. in 1999.

Coal tar residuals are located beneath the Sutherland Avenue Facility; beneath the riverbank immediately north of the Sutherland Facility; east and west of the Disraeli Bridge; and in the sediments of the Red River.

Pursuant to the Contaminated Sites Act, Manitoba Conservation designated the Sutherland Avenue Facility as a “contaminated site” in 1997, noting that the primary risk is the potential impact to freshwater aquatic life. Manitoba Conservation is leading a Technical Advisory Committee review of Manitoba Hydro's proposed management plan for the former MGP residuals. Manitoba Hydro is continuing with their environmental monitoring of the site and surrounding area, as proposed in the management plan. This is to provide continued assurance that residual conditions from the former manufactured gas plant do not pose a threat to human health or the environment.

Fisheries and Oceans Canada may have an interest in disruption to upland soils or Red River sediments that could impact fish or fish habitat.

Any excavation or in-ground construction within the contaminated zone will need approval from Manitoba Conservation; must be conducted in accordance with any remediation order that will be issued to Manitoba Hydro under Provincial legislation; and must be conducted in consultation with

Manitoba Hydro. It is anticipated that Manitoba Hydro will lead in the environmental investigation, excavation and disposal of contaminated soils related to the former MGP operation.

A summary of relevant information on the contamination issues from Manitoba Hydro is included in Appendix C to this RFQ.

2.7 Legislative Framework

The Project will be subject to all statutes, regulations, codes and by-laws of general application, however special action by a successful Proponent is likely to be required under:

- Navigable Waters Protection Act (Canada) – outlines approvals required from the Minister of Transport for any work built in, on, over or across any navigable waterway such as the Red River.
- Fisheries Act (Canada) – sets out approvals required from the Minister of Fisheries and Oceans for any work that disrupts a fish habitat or results in the deposit of a deleterious substance in water frequented by fish.
- Canadian Environmental Assessment Act (Canada) – outlines requirements for a Federal environmental assessment by the Canadian environmental Assessment Agency when a project requires permit from any Federal authority.
- Canada Transportation Act (Canada) – requires agreement or amendment of an existing agreement with the CPR for rail crossing construction, maintenance and apportionment of associated costs with the new agreement to be filed with the Canadian Transportation Agency.
- Railway Safety Act (Canada) – requires notice to be given to the CPR and to the City describing the work to be done in respect of a rail crossing and the impact of the work on the safety of persons and property.
- The Dangerous Goods Handling and Transportation Act (Manitoba) – regulates the transportation, handling and disposal of dangerous goods, contaminants and hazardous wastes, and to the extent that a contaminated site is disturbed may require the creation of a remedial plan of action.
- The Contaminated Sites Remediation Act (Manitoba) – see Section 2.6 above for reference to designation under this Act of a contaminated site adjacent to certain piers of the Disraeli Bridges involving the bank of the Red River and the anticipated need for further Orders and directions in the event of any disturbance of affected soils.
- The Workplace Safety and Health Act (Manitoba) – as evidence of compliancy with this Act, City health and safety management procedures require all construction contractors engaged on City projects to be either COR certified within Manitoba or to have their safety procedures reviewed by a consultant acceptable to the City and validated as being compliant with this Act.

2.8 Leasehold or Other Interests

At the request of the City, the Province of Manitoba enacted special legislation permitting the City to lease air space titles to facilitate private sector financing of the Charleswood Bridge P3 project. This or provisions for granting similar temporary interests in the Assets such as a licence may be a

possibility again if it can be shown that significant commercial advantage would accrue to the private sector team and/or the City on the Disraeli Bridges Project.

2.9 Insurance

Respondents are to provide details respecting their intended approaches to financing risks arising out of their plan for the Project including those risks specifically identified in Appendix D. Reference to insurance vehicles and details for expected responsibilities of both the Respondent Team and the City are to be indicated.

The intent of this approach is to cover off insurance exposures traditionally provided by standard insurance vehicles such as, but not limited to, Builders' Risk, professional liability insurance, Wrap-up Liability, Contractor's Equipment cover, Environmental Liability, and so on. Experience gained and innovations found successful on other P3 projects are of interest.

3 PRIVATE SECTOR TEAM SELECTION PROCESS

3.1 Procurement Process

(a) RFQ Stage

The first stage of the procurement process for the Project commences with issuance of this RFQ.

The City intends to invite no more than three (3) private sector teams which respond by making submissions to this RFQ (Respondents) to participate in the second stage of the procurement process, the RFP stage during which they will be referred to as Proponents.

(b) RFP Stage

Following completion of the RFQ stage, complete details for the balance of the procurement process will be provided to the selected Proponents upon issuance to them of a Request for Proposals.

Proponents will be invited to submit detailed proposals in response to the RFP. The RFP will involve several submission stages relating to technical, financial and, if indicated, innovation components. The City will evaluate the detailed proposals submitted by the Proponents to select a Preferred Proponent for the purposes of recommending to City Council an award of the DBFM Agreement.

(c) Honorarium

An honorarium of \$500,000 for RFP proposal development costs will be paid to each of the unsuccessful Proponents which submits a responsive proposal to the RFP transferring to the City all intellectual property rights (including waiver of moral rights) in respect of their submitted proposal.

The successful Proponent will not be paid an honorarium but shall finance and pay the sums due to the unsuccessful Proponents as a cost of the Project.

(d) Break Payment

In the event that the City cancels the DBFM procurement process for any reason after the RFP has issued and after Proponents have incurred significant costs developing their proposals, the City will pay a break payment to each such Proponent of up to \$500,000 for RFP proposal development costs provided that the Proponent first submits its proposal development work together with a transfer of all intellectual property rights (including waiver of moral rights).

The amount of the Break Payment will be proportionate to the amount of work completed and scheduled time expired for the RFP procurement process with maximum possible entitlement where cancellation occurs after final proposals have been submitted at the end of the RFP process.

3.2 DBFM Agreement

A draft form of DBFM Agreement will issue concurrently with the RFP. It will be based in large measure upon forms of agreements utilized on other successful transportation P3 projects carried out in Canada. The City intends the DBFM Agreement to reflect the Key Deal Parameters (Appendix E) and Risk Matrix (Appendix D) included in this RFQ.

Each Proponent will be afforded at least two opportunities to provide written comments on the form of the draft DBFM Agreement and to thereafter engage in individual meetings with the City's Project Team. The final terms of the DBFM Agreement will issue prior to a call for all Proponents to submit their final proposals (see Project Schedule at Section 2.4 above). There will not be further negotiations with any Proponent following issuance of the final form of the DBFM Agreement.

3.3 Fairness of Selection Process

The entire selection process continuing to the signing of the DBFM Agreement, including, at the discretion of the Fairness Advisor, attendance at any individual meetings with Proponents, will be monitored by the Fairness Advisor.

EVALUATION OF SUBMISSIONS

4.1 Evaluation Committee

An Evaluation Committee will review and evaluate all submissions received in accordance with the Evaluation Matrix below. A maximum of three (3) well qualified Respondents will be selected to participate in the RFP stage of the DBFM procurement process.

The Evaluation Committee will include representatives from the City's Project Team and qualified experts from appropriate fields.

4.2 Evaluation of Submissions

The evaluation of submissions will proceed in two steps:

Step 1 – check to ensure that all eligibility criteria have been met.

Step 2 – assess the submissions according to the RFQ Evaluation Matrix below.

4.3 Eligibility Criteria

Any Respondent whose submission does not meet one or more of the eligibility criteria described below shall be considered ineligible and shall be automatically rejected:

- The submission must be received at the place indicated in this RFQ by the Submission Deadline.
- An authorized representative of each Respondent Team Member, must complete, sign and submit Form A which is provided with this RFQ. Form A may be signed in counterparts.

Any other error or omission respecting the submission will not result in rejection of the submission, provided that the Respondent rectifies such error or omission at the request of and to the satisfaction of the Evaluation Committee within a maximum of 3 Business Days from such request.

4.4 RFQ Evaluation Matrix

Respondent Teams and their submissions will be evaluated under the following Matrix:

Evaluation Category	Weighting (%)	Pass Threshold
Project Lead <ul style="list-style-type: none"> • Organization, Competitive Advantage and Management Plan • Experience and Qualifications of Project Lead • Experience and Qualifications of Key Individual(s) 	25 10 10 5	15
Design - Construction Member of Respondent's Team <ul style="list-style-type: none"> • Organization and Plan • Experience and Qualifications of Member organization(s) • Experience and Qualifications of Key Design Individual(s) • Experience and Qualifications of Key Construction Individual(s) 	30 10 10 5 5	18
Maintenance Member of Respondent's Team <ul style="list-style-type: none"> • Organization and Plan • Experience of Member organization • Experience and Qualifications of Key Individual(s) 	20 10 5 5	12
Financing Member of Respondent's Team <ul style="list-style-type: none"> • Financial Condition • Financial Capacity • Track Record and Experience • Approach 	25 10 5 5 5	15
Total	100	60

4.5 Pass/Fail Threshold

Not more than three (3) of the highest scoring Respondents meeting all pass thresholds set out in the Evaluation Matrix above will be selected to proceed to the RFP stage of this procurement process.

4.6 Basis of Evaluation

Respondents will be evaluated primarily on the basis of their RFQ submissions, including any additional clarifications or information supplied pursuant to requests from the Evaluation Committee under Section 4.3 above or Section 4.7 below. In addition, the Evaluation Committee may have regard to information received from any source that the Evaluation Committee considers reliable, including but not limited to:

- information and opinions supplied by the City's advisors;
- banking and reference checks (to which banking and reference checks Respondents and their relevant Team Members shall be deemed to have consented by the Respondent's submission in response to this RFQ).

Reference checks will not be restricted to only those submitted by the Respondent, and may include organizations representing persons, companies or individuals known to have done business with the Respondent or Members of its Team.

4.7 Clarifications and Interviews

The Evaluation Committee may request that a Respondent provide clarification or additional information in relation to its submission to this RFQ.

The Evaluation Committee may request one or more meetings with a Respondent to obtain explanations or clarifications for aspects of its submission.

The Evaluation Committee may, in its sole discretion, interview any or all Respondents during the evaluation process. The Fairness Advisor shall be entitled to attend any such meetings with individual Respondents.

4.8 Debriefing

Following completion of the evaluation process and selection of a maximum of three (3) Respondents short-listed to be Proponents in the RFP stage of the procurement process, the City will, upon request, conduct a debriefing session with any unsuccessful Respondent.

5 INSTRUCTIONS TO RESPONDENTS

5.1 Submission Deadline and Delivery Requirements

The RFQ Submission Deadline is **4:00 pm Winnipeg time, September 30, 2008.**

RFQ submissions shall be submitted to:

The City of Winnipeg
Corporate Finance Department
Materials Management Division
185 King Street, Main Floor
Winnipeg, Manitoba, Canada
R3B 1J1

The RFQ submission shall be submitted enclosed and sealed in a package clearly marked with the RFQ number and the Respondent's name and address.

Each Respondent is responsible for ensuring that its submission is delivered at the time and place and in the manner indicated above.

Submissions sent electronically or by fax will not be accepted.

5.2 Registration and Communications with the City

Those wishing to gain access to available information on an FTP site, must register with the City. Registration can be effected by contacting the City's Designated Representative for the Project identified below, obtaining, signing and submitting a non-disclosure agreement.

The City's Designated Representative may, acting reasonably, decline requests for registration.

All correspondence and contact with the City in relation to this RFQ must be directly and only with the City's Designated Representative, namely:

Henry S. Hunter, P.Eng
Manager, Capital Projects
City of Winnipeg
Corporate Finance Department
510 Main Street, 4th Floor
Winnipeg, Manitoba, Canada
R3B 1B9
Email: hhunter@winnipeg.ca
Phone: (204) 986-2538
Fax: (204) 944-1184

Questions regarding this RFQ or the Project (other than in the course of the Information Meeting contemplated by Section 5.4 below) must be submitted by letter (which may be by e-mail attachment

in PDF form) to the Designated Representative. No response will be made to questions received less than five (5) Business Days before the RFQ Submission Deadline set out in Section 5.1 above, or any extension thereto.

Where, in its assessment, the City determines that confidentiality is not in issue and that its response to a particular question is likely to be relevant for others, the City will distribute such questions and the City's responses by Addenda.

5.3 Available Information

Registered persons will be given access to an FTP site containing the information (drawings and reports) listed in Appendix C to this RFQ.

The City also maintains the following website that includes the City's Standard Specifications.

<http://www.winnipeg.ca/matmgt/Spec/Default.stm>

The City makes no representations or warranties with respect to the accuracy or sufficiency of information made available on its FTP site.

5.4 Information Meeting

The City intends to hold an Information Meeting with all registered persons as a group. The purpose of the Information Meeting will be to respond to questions and comments regarding the RFQ and the Project. Attendance will be optional. The Information Meeting is scheduled to be held as follows:

Thursday, September 4, 2008 Time: 1:00 p.m. to 3:30 p.m. local (Winnipeg) time

Location:

The City of Winnipeg
Conference Room 1 and 2
2nd Floor
510 Main Street, Administration Building
Winnipeg, Manitoba, Canada
R3B 1B9

Registered persons wishing to attend the Information Meeting should confirm their intention before August 27, 2008 to the Designated Representative identified in Section 5.2 above.

5.5 Addenda to this RFQ

The Designated Representative may, at any time prior to the Submission Deadline, issue addenda correcting errors, discrepancies or omissions in the RFQ, or clarifying any of its provisions.

The Designated Representative will issue each addendum at least five (5) business days prior to the Submission Deadline, or provide at least five (5) Business Days for consideration of the addendum by extending the Submission Deadline.

Addenda to this RFQ will be available on the Bid Opportunities page at The City of Winnipeg, Corporate Finance, Materials Management Division internet, site at <http://www.winnipeg.ca/matmgt>.

Respondents to this RFQ are responsible for ensuring that they have received all addenda and notice of any extensions of time to respond. It is recommended that all Respondents regularly check the City's Materials Management Division internet site for addenda and check again shortly before the Submission Deadline, as the Deadline may have been amended by addendum.

Notwithstanding the above, all registered parties will be notified regarding the issuance of each addendum at the contact address they provided at time of registration.

5.6 Submission Requirements and Format

In order to maximize the chance of their own success in this RFQ process, and to assist the Evaluation Committee in its review of submissions in accordance with the Matrix set out in Section 4 above, it is essential that each Respondent provides, in a concise and ordered manner:

- Form A: Request for Qualification Application
- Executive Summary;
- Appendix A Tables fully completed, modified as necessary and supplemented in accordance with Section 6 – Submission Contents, below; including
- Organizational charts proposed for the Respondent Team during at least the design-construction phase and during the maintenance phase of the DBFM Agreement.

Furthermore, each Respondent to this RFQ is to provide:

- One (1) original hard copy of its entire submission;
- 12 additional hard copies including one (1) unbound copy suitable for copying; and
- One (1) copy of the submission in an MSOffice compatible electronic format.

Tables in Appendix A are available in Word format on the City's Materials Management website at <http://www.winnipeg.ca/matmgt/bidopp.asp>

If there is any discrepancy between the electronic version and the original hard copy, the original hard copy submission shall take precedence.

5.7 Opening of Submissions

Submissions will not be opened publicly.

The City reserves the right to post the names of the selected Proponents on its webpage or otherwise make this information public at the end of the RFQ selection process.

6 SUBMISSION CONTENTS

6.1 Lead Contacts and Respondent Team Name

In the executive summary to accompany its submission, each Respondent is to clearly identify the Respondent Team Member by name and organization (the “Contact Organization”) that is to be the contact for all communications between the Respondent and the City regarding this RFQ, as well as the name of the individual (the “Contact Individual”) who is to be responsible for all such communications on behalf of the Respondent Team.

If the Respondent is to be identified by a Team Name different from that of its Contact Organization, that fact should also be made clear.

The City shall be entitled to rely on any communication from the Contact Individual as having been duly authorized by the Contact Organization and as having been duly given on behalf of the Respondent and all of its Team Members.

Full particulars respecting the name of the Respondent and/or the Respondent Team, Contact Organization and Contact Individual are to be provided by completing Table 1 to be found in Appendix A to this RFQ.

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

6.2 Material for Evaluation

For ease of comparison and to facilitate assessment of the relative ability of each Respondent to satisfy the criteria set out in Section 4 above, to meet the City’s objectives for this RFQ and potentially for the Project, each Respondent is asked to provide responses to the following four (4) key questions:

- (1) Who are you? -- who are the key business entities (Respondent Team Members) on your private sector team, and who are the Key Individuals that will play a lead role on behalf of those Team Members?
- (2) What have you done? -- what pertinent experience, knowledge and skills would the Respondent Team Members and their Key Individuals bring to the Project?
- (3) What is your plan? -- how does the Respondent Team plan to structure its Members and approach each of the design, build, financing, and maintenance aspects of the Project?
- (4) What is your competitive advantage? – what significant advantages, whether experience, organization, methodology, innovation or otherwise, can the Respondent Team cite to

demonstrate a high probability that your Team will be able to deliver the best value for money and successfully complete the Project through to the end of the Maintenance Term, meeting or exceeding the City's objectives for the Project?

To assist Respondents in completing the Tables provided in Appendix A to this RFQ and to highlight issues of interest to the City, the following guide is provided.

YOUR TEAM

6.3 Respondent Team Members

Identify each Member of the Respondent Team by, at minimum, completing Table 2 provided in Appendix A to this RFQ. Respondent Team Members are to be listed separately for each aspect of the Project, namely:

- design-construction ;
- maintenance ;
- financing ; and
- Project Lead (the directing mind and will of the Respondent Team).

A particular Respondent Team Member may participate in more than one aspect of the Project, and thus may be listed in more than one Table. If the Respondent Team is structured differently than the Tables at Appendix A suggest, modify the Tables to conform to your Team plans.

Indicate the Member Lead for each of the entities or groups of entities responsible for design-construction, maintenance, financing and for the Project Lead aspects of the Project, and include as part of the submission:

- audited financial statements and annual reports for each of the last three (3) years;
- interim financial statements for each quarter since the most recent year for which audited statements are available; and
- bank references (or alternatively, in the case of the financing Member Lead, such alternative information as is required to fully demonstrate the financial capability of such Member to lead and carry out the Respondent Team's plan for financing the Project).

No Member is to be listed as part of a Respondent Team unless its has formally consented in writing to being so listed.

Any prospective Respondent Team Member under consideration which has not formally committed to being part of a Respondent Team is not to be mentioned in the Respondent's submission unless:

- the submission expressly indicates that the prospective Respondent Team Member is under consideration but has not formally been accepted by the Respondent and/or has not formally committed to being part of the Respondent Team; and
- the prospective Respondent Team Member has consented in writing to being so mentioned in the Respondent's RFQ submission.

Upon request, any written consent relied upon by a Respondent in its submission is to be provided to the City.

6.4 Key Individuals

Identify the Key Individuals who will lead each Respondent Team Member on the Project by, at minimum, completing all Tables provided in Appendix A. As indicated by those Tables, Key Individuals must be separately listed for each Member of the Respondent Team to be responsible for the following aspects of the Project:

- design-construction;
- maintenance ;
- financing ; and
- Project Lead.

A particular Key Individual may be part of more than one Member of the Respondent Team, and thus may be listed in more than one Table. Modify Tables if necessary to suit the intended structure of the Respondent Team.

For each Key Individual, indicate the probability that the Key Individual will be available as needed throughout the Project. Where appropriate, identify a proposed back-up or replacement for a Key Individual, and include the same information as if that back-up or replacement were a Key Individual.

YOUR EXPERIENCE AND QUALIFICATIONS

6.5 Respondent Team Members

Describe the experience and qualifications of each Respondent Team Member pertinent to the Project by, at minimum, completing all Tables in Appendix A. As indicated by those Tables, the experience of Respondent Team Members is to be separately listed for each aspect of the Project, namely:

- design-construction ;
- maintenance ;
- financing; and
- Project Lead.

Where a Respondent Team Member is part of more than one Member of the Respondent Team, the pertinent experience and qualifications of that Member are to be listed in each applicable Table.

6.6 Key Individuals

Describe for each Key Individual his/her experience and qualifications pertinent to the Project by, at minimum, completing all Tables in Appendix A. As indicated by those Tables, the experience and qualifications of Key Individuals is to be separately listed for the Team Members responsible for:

- design-construction ;
- maintenance ;
- financing; and
- Project Lead.

Where a Key Individual is part of more than one Member of the Respondent Team, the pertinent experience and qualifications of that Key Individual is to be listed in each applicable Table.

6.7 Collective Experience

Indicate past experience of Respondent Team Members or Key Individuals participating together in a DBFM or similar projects, including results achieved, lessons learned, relationships forged and synergies produced that are anticipated to be advantageous for the Project.

6.8 Safety – Compliance with The Workplace Safety & Health Act (Manitoba)

Indicate how the Respondent Team Member responsible for construction and acting as Prime Contractor for purposes of the Act, intends to implement a workplace safety and health program that meets the requirements of The Workplace Safety & Health Act (Manitoba).

The City requires either a valid Certificate of Recognition (COR) recognized in Manitoba or a letter / report from an independent reviewer that confirms compliance with Manitoba legislative requirements. Reviewer template and a list of reviewers acceptable to the City are available on the City's website at <http://www.winnipeg.ca/matmgt/Safety/default.stm>

YOUR PLAN

6.9 Management Plan

Describe your plan for structuring and governing the Respondent Team through the RFP stage, during the design-construction phase of the Project and for the maintenance period, having specific regard to:

- the organizational structure implemented or to be implemented by your Team (ie: consortium, partnership, limited partnership, etc)
- which Respondent Team Member(s) or Key Individual(s) will serve as Project Lead for the Respondent Team exercising the 'directing mind and will' of the Respondent Team;
- decision-making on behalf of the Respondent Team, both during the RFP stage and beyond;
- contractual relationships among Respondent Team Members;
- risk and responsibility allocations among Respondent Team Members;
- intended approach to financing risks including plan for coverage of traditional insurance exposures;
- permitted communications with media, the public, and communications with the City and other stakeholders; and
- any other pertinent information regarding the organization, management and coordination of Members and Key Individuals making up the Respondent Team.

Note: Organization charts for each stage of the Project are to be included with the submission.

6.10 Financing Plan

Describe the Respondent Team's capacity and plan for financing of the Project, having specific regard to:

(a) Financial Condition

Each Respondent is to provide the following information for the financing Member of the Respondent Team using one of the methods provided below:

- A current credit rating report from Standard & Poor's, Moody's Investor Services, Fitch Ratings or Dominion Bond Rating Service;

-or-

- In lieu of a credit rating report from one of the above noted rating agencies, the following financial information (collectively the 'Financial Information'):
 - i. Copies of annual audited (to the extent an audit has been conducted) or unaudited Financial Statements and annual reports or other similar financial information for each of the last three (3) fiscal years each of which is signed by an officer of the company;
 - ii. Copies of the interim financial statement for each quarter since the last fiscal year for which annual financial statements are provided;
 - iii. Details of any material off-balance sheet financing arrangements currently in place;
 - iv. Details of any material events that may affect financial standing which have arisen since the last annual or interim financial statements provided; and
 - v. Details of any bankruptcy, insolvency, company creditor arrangement, major litigation in excess of \$10 million, or other insolvency proceeding in the last three (3) fiscal years.

(b) Financial Capacity

Each Respondent must demonstrate the capacity to access a minimum of \$150 million of debt or equity capital in a timely manner for the purposes of financing capital design and construction obligations over the Maintenance Term of the Project and confirm that any other committed or proposed projects will not impair the capacity to access this minimum capital requirement. Accordingly, each Respondent should provide the following information respecting the financing Member of the Respondent Team:

- A current letter of reference from a bank or other licensed financial institution that confirms length of time the financing Member of the Respondent Team has been a client, and details of the relationship, and support in meeting the financial criterion set out above.; and
- Any known or committed participation in construction projects to occur over the next 5 years, addressing the impact on its ability to raise capital for the Project.

(c) Track Record and Experience

Respondents will be evaluated on the extent to which they demonstrate a successful track record of equity investment and borrowing for infrastructure projects that are of the scope and magnitude of the Project (e.g. a minimum of \$150 million of debt or equity).

The Financing Member of the Respondent's Team is therefore requested to identify a minimum of two (2) project examples where its financing capabilities, approaches and experience were relevant to the nature and scope of the Project. For each example provide:

- Project name and location (City, Province/State, Country);
- Client reference (client name, contact name, location, phone number, and e-mail address);
- Project description (including start and completion dates) and current status;
- The method of delivery (e.g. conventional, design-build, public-private-partnership, etc);
- The organizational structure of the delivery team;
- Project capital cost ;
- Role in providing, arranging, or securing financing for the construction project;
- A summary of the amounts, term, and types of financing raised (including the risk capital contributed), and disclosure of any incidents of default;
- Key individuals and their respective roles;
- Relevance to the design, construction or maintenance components of the present Project;
- Any history of litigation; and
- Any further information that will assist in evaluating the RFQ Submission.

(d) Approach

Respondents will be evaluated on the extent to which they demonstrate an ability to provide capital for the Project using an approach that is consistent with a DBFM project model under an availability based payment mechanism.

The Respondent is therefore requested to outline:

- The types of risk capital funder(s) that may be used (for example, banks, life insurance companies, pension funds, construction companies and facilities management providers) and their anticipated involvement (for example, percentage of risk capital, debt or equity funding and involvement for the duration of the Project);
- Any potential role of a financial advisor in arranging financing and their intended approach to achieving financial close;
- Intended approaches to innovative financing transaction structures to achieve added value for money, including benchmarking and other efforts to ensure reduced financing costs; and
- Intended approach to securing performance levels during construction and the Maintenance Term to meet the requirements of the Project lenders and the City including preliminary analysis of the ability of other Respondent Team Members to provide reasonable and adequate security in various forms including Letters of Credit, surety bonds, etc.

Respondents wishing to submit a non-disclosure agreement related to their audited financial statements must enclose the financial statement in a sealed envelope with the non-disclosure agreement attached to the outside. If the Evaluation Committee, in its sole discretion, determines that the non-disclosure agreement is unacceptable, the Respondent will be so advised. If the matter cannot be resolved in a timely manner, the Respondent may be disqualified from the RFQ process.

6.11 Design-Construction Plan

Describe the Respondent Team's plan for the design and for construction of the Project, having specific regard to:

- any pertinent information regarding the intended organization, management and coordination of the Respondent Team Member(s) responsible for design and construction;
- design management, roadway design, bridge design, drainage design, and utilities design;
- construction management, grading, surfacing, utilities and underground work, and bridge construction;
- quality management, quality control and quality assurance;
- safety;
- environmental approvals and management;
- whole-life management;
- any specifically intended innovative approaches to design or construction;
- how the Respondent Team proposes to deliver cost certainty; and
- traffic management plan.

6.12 Maintenance Plan

Describe the Respondent Team's plan for the maintenance of the Project for approximately 25 to 35 years following completion of the Project design-construction phase, having specific regard to:

- any pertinent information regarding the intended organization, management and coordination of the Respondent Team Member(s) responsible for maintenance;
- routine maintenance, bridge whole-life management, roadway and corridor whole-life management, traffic management;
- public safety;
- major rehabilitation;
- quality control;
- environmental management;
- any specifically intended innovative approaches to maintenance; and
- how the Respondent Team intends to deliver a measure of cost certainty over the Maintenance Term of the Project.

YOUR TEAM'S ADVANTAGE

6.13 Competitive Advantage

Under the heading "Why We Should Be Selected to Participate in the RFP Process", summarize in no more than five (5) pages with specific examples, why the experience, organization, innovation or methodology of your private sector team should give your Team an advantage over other Respondents. In other words, why, if selected to participate in the RFP, is your Team more likely than other Respondents to:

- (a) engage in the procurement process through to selection of the Preferred Proponent;
- (b) submit a highly competitive final Proposal that would offer best value for money for the Project; and
- (c) if selected as the Preferred Proponent, design and build, finance and maintain the upgraded Assets effectively and efficiently in a manner that will best fulfill the City Objectives for the Project set out in Section 1.4 above.

7 GENERAL CONDITIONS

7.1 Ineligibility

Because of their involvement as advisors to the City on the Project, none of the firms or individuals associated with the firms listed in Section 1.5 of this document are eligible to participate in any manner whatsoever as a participant or advisor to any Respondent to this RFQ.

7.2 No Lobbying

Under penalty of rejection of their submission, Respondents must abstain from communicating in connection with this RFQ and the Project with elected members of Winnipeg City Council or their staff, officers or employees of the City's Public Service or any person associated with the Project in any manner whatsoever, other than the City's Designated Representative.

7.3 Confidentiality and Privacy

Respondents shall not make any statement of fact or opinion regarding any aspect of this RFQ or the RFP to the media or to any member of the public without the prior written authorization of the City.

Participants in this procurement process shall comply with all applicable privacy legislation, including but not limited to the Personal Information Protection and Electronic Documents Act (Canada).

Furthermore, the City is subject to The Freedom of Information and Protection of Privacy Act (Manitoba). To the extent permitted, the City will treat all submissions to this RFQ as confidential, however Respondents are advised that any information contained in any submission will be released if required by City policy or procedures, by The Freedom of Information and Protection of Privacy Act (Manitoba), by other authorities having jurisdiction, or by law. The City will have the right to make copies of the RFQ submissions for its internal review processes and to provide copies to its staff and external advisors.

7.4 Conflict of Interest and Good Faith

Respondents must not include among their Team Members or Key Individuals any business entity or individual who is in a conflict of interest or is in a position likely to create a perception of conflict of interest with any advisor retained by the City in relation to the Project, including but not limited to advisors providing engineering, process, finance, legal or financial capacity advice.

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

Upon submitting a response to this RFQ, each Respondent shall declare that it does so in good faith and shall undertake to avoid and to promptly disclose any circumstance that comes to the notice of

the Respondent whereby a member of City Council, any officer or employee of the City is or could possibly gain any pecuniary interest, direct or indirect, as a result of the Respondent's participation in this procurement process.

Failure to comply with this provision may result in disqualification from the RFQ process and, if the City becomes aware of a breach of these provisions after the RFP has been issued, disqualification from the RFP process.

7.5 Non-Disclosure

Registrants given access to information under Section 5.3 above must not disclose any details pertaining to this RFQ, the Available Information and the selection process to anyone not specifically involved in their submission without the prior written approval of the City. Respondents must not issue a news release or other public announcement pertaining to details of their RFQ submission or the selection process without the prior written approval of the City. Breach of these provisions may result in disqualification from the RFQ process and, if the City becomes aware of a breach of this provision after the RFP has been issued, disqualification from the RFP process.

7.6 No Collusion

Upon making a submission to this RFQ, each Respondent shall declare that it has not participated in any collusive scheme or combine.

Respondents must ensure that their participation in this RFQ is conducted without collusion or fraud on their part or on the part of any of their Team Members or Key Individuals. Respondents and their Team Members and Key Individuals shall not engage in discussions or other communications with any other Respondents or Team Members or Key Individuals of other Respondents regarding the preparation or submission of responses to this RFQ. Breach of this provision may result in disqualification from the RFQ process and, if the City becomes aware of a breach of this provision after the RFP has been issued, from the RFP process.

7.7 Respondent Expenses

No honorarium or compensation will be paid to any Respondent, Team Member or Key Individual in consideration of expenses incurred in responding to this RFQ.

7.8 Substitutions on Respondent Team

If, following submission of a response to this RFQ, a Respondent becomes aware that any of its Team Members or Key Individuals will be unable or is likely to be unable to participate in the Project, the Designated Representative is to be promptly notified with an indication of a proposed substitute Team Member or Key Individual. Failure to promptly provide such notification may result in disqualification of the Respondent from the RFQ process and, if the City becomes aware of breach of this provision after the RFP has issued, the Proponent may be disqualified from the RFP process.

7.9 City Privileges Reserved

The City has full power to conduct an independent verification of information in any submission received and generally pertaining to the qualifications and experience of the Respondent, Members of its Team and Key Individuals named.

Issuance of this RFQ does not oblige the City to short-list or to award a contract to any party whatsoever, nor does this RFQ constitute an offer to enter into a contract with any party whatsoever.

The City reserves the right and the full power to give notice in writing of any change to its Designated Representative, amend the dates, schedules, limits and Scope of the Project and any contract awarded, or to reject any and all submissions, to cancel this RFQ or the Project, to launch a new or amended procurement process, to decide that it will not issue the Request for Proposals, without incurring any liability in respect of costs or damages incurred by any Respondent or Member of a private sector team. Without limiting the generality of the foregoing, the City reserves the right and the full power to amend or cancel this RFQ, the procurement process or the Project at any time. The City reserves the right, and the full power, to exclude or authorize the correction of any irregularity appearing in any submission to this RFQ and to request clarifications or supplementary information respecting any submission.

The City reserves the right to disqualify any Respondent whose submission, in the opinion of the City, contains false or misleading information.

7.10 No Recourse

No recourse or legal action may be taken against the City, its representatives or advisors for any reason whatsoever relating to the exercise of rights and powers described in Section 7.9 above, or for any reason whatsoever that may arise from the preparation, submission or receipt of a submission made to this RFQ.

7.11 Ownership of Documents

All RFQ submissions received by the City in response to this RFQ will be kept in confidence with the sole purposes of evaluating and developing the best possible strategic option for the City of Winnipeg. RFQ submissions and the information they contain will be the property of the City of Winnipeg upon receipt and none will be returned. The City will have the right to make copies of all RFQ submissions for its internal review process and to provide such copies to its staff and external advisors.

APPENDIX A

Submission Tables

Table 1 – Contact Organization and Contact Individual

Name of Respondent/Respondent Team	
Contact Organization Mailing Address	Address: City: Province/State: Country: Postal Code:
Contact Organization Telephone Number	
Contact Organization Fax Number	
Contact Organization E-Mail Address	
Contact Organization Web-site Address	
Contact Individual - Name (state)	
Title	
Company	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	

Table 2 – Respondent Team Members

By Scope	Team Member (Company/Firm Name(s))	Indicate Lead by Scope	Primary Role and Responsibility	Lead Key Individuals (Name and Title) for each Company/Firm
Design-Construction				
•				
•				
Maintenance				
•				
•				
Financing				
•				
•				
Project Lead				
•				
•				

Table 3– Design-Construction Member(s) of Respondent Team – Name(s) and Role(s)

Name	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Web-site Address	
Lead Key Individual	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Role and Responsibility of Design-Construction Member(s) of Respondent Team	

Table 4 – Design-Construction Member(s) of Respondent Team - Legal Status

Design-Construction Team Member: _____

Type of Entity (corporation, partnership, joint venture, etc.)	
Legal Name	
Jurisdiction of Incorporation / Registration	
Registration No.	
Year of Incorporation / Registration	
Registered Address	
Current Trading/Business Name	
For Privately Held Corporation Provide Director List	
For Subsidiary Corporation Provide Name of Parent Company(ies)/Holding Company(ies)	

NOTE: If more than one firm or legal entity forms the Respondent’s Design-Construction Team, identify their Lead(s), provide requested particulars for each such entity and make clear how they will be organized within the Respondent Team.

Table 5 –Maintenance Member(s) of Respondent Team – Name(s) and Role(s)

Name	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Web-site Address	
Lead Key Individual	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Role and Responsibility of Maintenance Member(s) of Respondent Team	

Table 6 –Maintenance Member(s) of Respondent Team - Legal Status

Maintenance Team Member(s) _____

Type of Entity (corporation, partnership, joint venture, etc.)	
Legal Name	
Jurisdiction of Incorporation / Registration	
Registration No.	
Year of Incorporation / Registration	
Registered Address	
Current Trading/Business Name	
For Privately Held Corporation Provide Director List	
For Subsidiary Corporation Provide Name of Parent Company(ies)/Holding Company(ies)	

NOTE: If more than one firm or legal entity forms the Maintenance Member of the Respondent's Team, identify their Lead and provide requested particulars for each such entity.

Table 7 – Financing Member of Respondent Team - Name and Role

Name	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Web-site Address	
Lead Key Individual	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Role and Responsibility of Financing Member of Respondent Team	

Table 8 – Financing Member of Respondent Team - Legal Status

Financing Member _____

Type of Entity (corporation, partnership, joint venture, etc.)	
Legal Name	
Jurisdiction of Incorporation / Registration	
Registration No.	
Year of Incorporation / Registration	
Registered Address	
Current Trading/Business Name	
For Privately Held Corporation Provide Director List	
For Subsidiary Corporation Provide Name of Parent Company(ies)/Holding Company(ies)	

NOTE: If more than one firm or legal entity forms the Financing Member of the Respondent Team, identify their Lead, provide requested particulars for each such entity and make clear how they will participate in the Respondent Team.

Table 9 – Project Lead for Respondent Team - Member Name and Role

Name	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Web-site Address	
Lead Key Individual	
Mailing Address	Address: City: Province/State: Country: Postal Code:
Telephone Number	
Fax Number	
E-mail Address	
Role and Responsibility of Project Lead for Respondent Team	

Table 10 – Project Lead for Respondent Team - Legal Status

Project Lead _____

Type of Entity (corporation, partnership, joint venture, etc.)	
Legal Name	
Jurisdiction of Incorporation / Registration	
Registration No.	
Year of Incorporation / Registration	
Registered Address	
Current Trading/Business Name	
For Privately Held Corporation Provide Director List	
For Subsidiary Corporation Provide Name of Parent Company(ies)/Holding Company(ies)	

Table 11 – Design-Construction Member of Respondent Team - Key Individuals

Key Individual Name	Employed by Design-Construction Company/Firm	Key Individual Role in Project	Key Individual Years of Experience	Selected Past Project Names and Descriptions (3 projects max.)	Role of Key Individual on each Past Project	Past Project Capital Value and Overall Net Present Value	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)

Table 12 – Maintenance Member of Respondent Team- Key Individuals

Key Individual Name	Employed by Maintenance Company/Firm	Key Individual Role in Project	Key Individual Years of Experience	Selected Past Project Names and Descriptions (3 projects max.)	Role of Key Individual on each Past Project	Past Project Capital Value and Overall Net Present Value	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)

Table 13 – Financing Member of Respondent Team - Key Individuals

Key Individual Name	Employed by Financing Company/Firm	Key Individual Role in Project	Key Individual Years of Experience	Selected Past Project Names and Descriptions (3 projects max.)	Type and Amount of Financing Raised (include capital structure, any innovations or variations from the normal financing)	Role of Key Individual on each Past Project	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)

Table 14 – Project Lead Key Individuals

Key Individual Name	Employed by Respondent Team Member Company/Firm	Key Individual Role in Project	Key Individual Years of Experience	Selected Past Project Names and Descriptions (3 projects max.)	Role of Key Individual on each Past Project	Past Project Capital Values and Overall Net Present Values	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)

Table 15 – Design-Construction Member of Respondent Team - Member’s Experience

Design-Construction Team Member(s) _____

Past Project Names / Descriptions	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)	Design-Construction Team Member’s role On Past Projects	Past Project Capital Values and Overall Net Present Values	Names of Design – Construction Lead Team Members on Each Past Project
Projects within past two years:				
Other Projects:				

Table 16 – Maintenance Member of Respondent Team – Member’s Experience

Maintenance Team Member(s) _____

Past Project Names / Descriptions	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)	Maintenance Team Member’s Role on Past Projects	Past Project Capital Values and Overall Net Present Values	Names of Maintenance Lead Team Members on Each Past Project
Projects within past two years:				
Other Projects:				

Table 17 – Financing Member of Respondent Team - Member’s Experience

Financing Team Member _____

Past Project Names / Descriptions	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)	Type and Amount of Financing Raised (include capital structure, any innovations or variations from the normal financing)	Date of Financial Close	Role of Team Member on Each Past Project	Names of Financing Lead Team Members on Each Past Project
Projects within past two years:					
Other Projects:					

Table 18 – Project Lead for Respondent Team - DBFM Experience

Project Lead Team Member _____

Past DBFM Project Names / Descriptions	Client Reference (Client Name, Contact Name, Phone Number, Fax, E-mail)	Project Lead Team Member Role on Past DBFM Projects	Past DBFM Project Capital Values and Overall Net Present Values	Date of Financial Close and Construction Completion for Each Past DBFM Project
Projects within past two years:				
Other Projects:				

APPENDIX B

Available Information Numbering and Naming Protocol

The Project Related Available Information listed in Appendix C to this RFQ can be interpreted as follows:

1. Disraeli Freeway – means the Red River Bridge, CPR Overpass and associated roadways illustrated in Figure 2 of the RFQ.

2. Standard Titles

The City of Winnipeg, Bridge Branch, has standardized “Titles” for individual files. The convention is illustrated and explained below.

(a) FOR DRAWINGS:

Illustration: “**B111-71-01** Bridge Maintenance Sidewalk and Curb Repair, sht 1 of 3”

- The first designation refers to the Structure ID.
In this case **B111** = Disraeli Bridge. Disraeli (CPR) Overpass designation is B112.
- The second designation refers to “Year of Work”. In this case **71** = 1971
- The third designation refers to “drawing number”. In this case **01** = drawing 1
- The above designations are followed by the actual drawing title.
- In some instances, as above, reference is made to the fact that 3 sheets make up the set. As in “sht 1 of 3”.

This standard format for bridge drawings is typically followed throughout. There may be some minor exceptions.

Scanned drawings are generally in TIF format. Electronic drawings are in ACAD format.

(b) FOR REPORTS/DOCUMENTS:

Illustration: “**B111-2004** Movement monitoring 2003-2004 Assessment Report, “CONSULTANT”, Oct 25”

- The first designation refers to the Structure ID. In this case **B111** = Disraeli Bridge
- The second designation is the “Year of document issue”. In this case, 2004
- The actual document title follows.

- Included in the Title may also be the name of the “Consultant” (if external document) and the actual publication date (“Oct 25” in example above).

Reports/documents are generally in PDF format. Some exceptions may occur.

APPENDIX C

Available Information

The following list of drawings and reports are available to Registered Parties and can be obtained from the FTP Site. The numbering and naming protocol is provided in Appendix B.

A - Red River Bridge Drawings and Reports

A1 – Drawings

B111, B112-00-01 Deck, curb and sidewalk repair areas_ 1 of 2.dwg
B111, B112-00-02 Expansion joint nosing construction details_2 of 2.dwg
B111, B112-03-01 Curb & Sidewalk Repairs_Plan Sections & Notes.pdf
B111, B112-55-8 Disraeli-Kelvin proposed project_4476-8.tif
B111, B112-60-44 Details of wire mesh and corrugated sheet steel above vehicle and pedestrian und.tif
B111, B112-78-01 Bridge Maintenance Curb and Sidewalk Repair.tif
B111, B112-82-01 Bridge Maintenance Asphalt Patching.tif
B111, B112-82-01 Bridge Maintenance Asphalt Patching.tif
B111, B112-89-01 Cover sheet, miscellaneous structural rehabilitation works_B-5793-1.tif
B111, B112-99-01 Sidewalk repairs - plan, section and notes, 1 of 1.dwg
B111-00-02 Miscellaneous concrete repair and related works - plan, details and section_1 of 1.dwg
B111-45-4415 Preliminary survey of proposed bridge_4415.tif
B111-47-4418 General plan of site for bridge_4418.tif
B111-47-4430 Upstream elevation of proposed bridge_4430.tif
B111-49-4437-1 General plan of proposed bridge_4437-1.tif
B111-49-4437-2 General details amplifying general plan_4437-2.tif
B111-49-4437-3 Cost estimate of proposed bridge_4437-3.tif
B111-50-4437-4 General plan - revised_4437-4.tif
B111-50-4437-5 Cost estimate of proposed bridge_4437-5.tif
B111-50-4437-P1 Proposed bridge, preliminary layout A - 6 span_4437-P1.tif
B111-50-4437-P2 Proposed bridge, preliminary layout B - 5 span_4437-P2.tif
B111-50-4437-P3 Proposed bridge, preliminary layout showing navigation clearances, 5 span and 6 .tif
B111-50-4437-P4 Miscellaneous preliminary details, east abutment and piers_4437-P4.tif
B111-50-4437-P5 Plan showing buildings bordering Disraeli and Gomez Sts_4437-P5.tif
B111-50-4437-P6 Plan showing Talbot Av diversion alongside bridge approach embankment_4437-P6.tif
B111-52-4437-7 General plan-vertical lift and fixed spans, second revision_4437-7.tif
B111-52-4437-8 Cost estimate of proposed bridge, revised to include vertical lift span_4437-8.tif
B111-55-4476-5 Contour map of Red River and banks in vicinity of proposed bridge_4476-5.tif
B111-55-4476-6 Locations and log of borings of test holes for proposed bridge_4476-6.tif
B111-58-02 General Plan, Elevations & Sections_4502-2.tif
B111-58-03 Basic profile and alignment data_4502-3.tif
B111-58-04 General plan and elevation, location and log of borings_4502-4.tif

- B111-58-05 Substructure, details of west abutment - pier #1 - and retaining wall_4502-5.tif
- B111-58-06 Substructure, crushed stone fill details at west abutment_4502-6.tif
- B111-58-07 Substructure, details of piers 2, 3, and 4_4502-7.tif
- B111-58-08 Substructure, details of piers 5 and 10_4502-8.tif
- B111-58-09 Substructure, details of piers 6 and 9 and shafts of piers 7 and 8_4502-9.tif
- B111-58-10 Substructure, details of footings, piers 7 and 8_4502-10.tif
- B111-58-11 Substructure, details of east abutment, pier #11_4502-11.tif
- B111-58-12 Substructure, crushed stone fill details at east abutment_4502-12 .tif
- B111-58-14 Approaches, existing underground and overhead utilities at west end of bridge_4502-14.tif
- B111-58-15 Approaches, existing underground and overhead utilities at east end of bridge_4502-15.tif
- B111-58-16 Grid system for bridge layout_4502-16.tif
- B111-58-17 Substructure, details of proposed Hydro manholes in east and west abutments_4502-17.tif
- B111-58-18 Earth embankment for part of west approach_4502-18.tif
- B111-58-19 Earth embankment for east approach_4502-19.tif
- B111-58-22 Revised details of pier tops, No 6 to No 9_4502-22.tif
- B111-58-23 Location of proposed sub-soil test borings_4502-23.tif
- B111-58-24 Details of proposed Hydro manholes under sidewalk of bridge superstructure_4502-24.tif
- B111-58-41 Details of concrete sidewalks and curbs_B-4502-41.tif
- B111-58-4502-22 Substructure - revised details of pier tops, No 6 to No 9_B-4502-22.tif
- B111-58-4502-24 Details of proposed Hydro manholes under sidewalk of bridge superstructure_B-45.tif
- B111-59-01 Continuous Span Between Pier #6 and #9_B-5060-1.tif
- B111-59-02 Simple Spans Stress Sheet_B-5060-2 .tif
- B111-59-03 4 Continuous Spans Between Piers 1 & 5_B-5060-3.tif
- B111-59-04 Anchor Plan_B-5060-4.tif
- B111-59-05 Anchor Plan_B-5060-5.tif
- B111-59-06 Spans Abutment #1 to Pier #3_B-5060-6.tif
- B111-59-07 Spans Pier #3 to Pier #5_B-5060-7.tif
- B111-59-08 Spans Piers #6 to Pier #7_B-5060-8.tif
- B111-59-09 Spans Pier #7 to Pier #9_B-5060-9.tif
- B111-59-10 Part Plan Piers #9 to 11_B-5060-10.tif
- B111-59-11 Part Deck Plan Abutment to Pier #5_B-5060-11.tif
- B111-59-12 Part Deck Plan Piers #5 to #10_B-5060-12.tif
- B111-59-13 Part Deck Plan Piers #10 to #11_B-5060-13.tif
- B111-59-14 Hydro Manholes_B-5060-14.tif
- B111-59-15 Part Deck Plan Irving Grating for Bridge_B-5060-15.tif
- B111-59-16 Part Deck Plan Irving Grating for Bridge_B-5060-16.tif
- B111-59-17 Part Deck Plan Irving Grating for Bridge_B-5060-17.tif
- B111-59-18 Part Deck Plan Irving Grating for Bridge_B-5060-18.tif
- B111-59-19 Beam Spans - West End_B-5060-19.tif

B111-59-20 Beam Spans - West End_B-5060-20.tif
B111-59-21 Beam Spans - West End_B-5060-21.tif
B111-59-22 Beam Spans - East End_B-5060-22.tif
B111-59-23 Brace Frame & Diaphragms_B-5060-23.tif
B111-59-24 Bracing & Diaphragms_B-5060-24.tif
B111-59-25 Bracing - Spans South End_B-5060-25.tif
B111-59-26 Pier Members_B-5060-26.tif
B111-59-27 Pier Members, Pier #7_B-5060-27.tif
B111-59-28 Pier Members_B-5060-28.tif
B111-59-29 Pier Members_B-5060-29.tif
B111-59-30 Beam Spans - West End_B-5060-30.tif
B111-59-31 Girders for 2 Simple Girder Spans_B-5060-31.tif
B111-59-32 Girders for 2 Simple Girder Spans_B-5060-32.tif
B111-59-33 Girders for 2 Simple Girder Spans_B-5060-33.tif
B111-59-34 Girders for 2 Simple Girder Spans_B-5060-34.tif
B111-59-35 Floor Steel, 2 Simple Girder Spans_B-5060-35.tif
B111-59-36 Floor Steel_B-5060-36.tif
B111-59-37 Floor Steel_B-5060-37.tif
B111-59-38 Bracing & Brace Frames_B-5060-38.tif
B111-59-39 Continuous Exterior Girders 101'-0" Span_B-5060-39.tif
B111-59-40 Continuous Exterior Girders 101'-0" Span_B-5060-40.tif
B111-59-41 Continuous Exterior Girders 101'-0" Span_B-5060-41.tif
B111-59-42 Continuous Exterior Girders 101'-0" Span_B-5060-42.tif
B111-59-43 Continuous Exterior Girders 84'-1" Span_B-5060-43.tif
B111-59-44 Continuous Exterior Girders 84'-1" Span_B-5060-44.tif
B111-59-45 Continuous Exterior Girders 84'-1" Span_B-5060-45.tif
B111-59-4502-41 Details of concrete sidewalks and curbs on bridge_B-4502-41.tif
B111-59-46 Continuous Exterior Girders 104'-6" Span_B-5060-46.tif
B111-59-47 Continuous Exterior Girders 104'-6" Span_B-5060-47.tif
B111-59-48 Continuous Exterior Girders 104'-6" Span_B-5060-48.tif
B111-59-49 Continuous Interior Girder 101'-0" Span_B-5060-49.tif
B111-59-50 Continuous Interior Girder 101'-0" Span_B-5060-50.tif
B111-59-51 Continuous Interior Girder 101'-0" Span_B-5060-51.tif
B111-59-52 Continuous Interior Girder 101'-0" Span_B-5060-52.tif
B111-59-53 Continuous Interior Girder 84'-1" Span_B-5060-53.tif
B111-59-54 Continuous Interior Girder 84'-1" Span_B-5060-54.tif
B111-59-55 Continuous Interior Girder 84'-1" Span_B-5060-55.tif
B111-59-56 Interior Girder 103'-10" _B-5060-56.tif
B111-59-57 Interior Girder 103'-10" _B-5060-57.tif
B111-59-58 Interior Girder 103'-10" _B-5060-58.tif
B111-59-59 Deck Channels_B-5060-59.tif
B111-59-60 Expansion Joints, Abutments_B-5060-60.tif
B111-59-61 Deck Channels_B-5060-61.tif
B111-59-62 Lateral Bracing_B-5060-62.tif
B111-59-63 Handrail_B-5060-63.tif
B111-59-64 Floor Steel, 3 Spans Continuous_B-5060-64.tif

B111-59-65 Lateral Bracing_B-5060-65.tif
B111-59-66 Lateral Bracing_B-5060-66.tif
B111-59-67 Floor Steel, 3 Spans Continuous_B-5060-67.tif
B111-59-68 Expansion Dams - Piers 5 & 10_B-5060-68.tif
B111-59-69 Expansion Dams - Piers 6 & 9_B-5060-69.tif
B111-59-70 Handrail_B-5060-70.tif
B111-59-71 Floor Steel, 3 Spans Continuous_B-5060-71.tif
B111-59-72 Fascia Plates_B-5060-72.tif
B111-59-73 Handrail_B-5060-73.tif
B111-59-74 Floor Steel, 3 Spans Continuous_B-5060-74.tif
B111-59-75 Fascia Plates_B-5060-75.tif
B111-59-76 Expansion Dams_B-5060-76.tif
B111-59-77 Fascia Plates_B-5060-77.tif
B111-59-78 Hydro Manhole Frames_B-5060-78.tif
B111-59-79 Drawing 61 Floor Steel, 3 Spans Continuous_B-5060-79.tif
B111-59-80 Drawing 62 Floor Steel, 3 Spans Continuous_B-5060-79.tif
B111-59-81 Drawing 63 Revision to Abutment_B-5060-79.tif
B111-60-41A Navigation channel under clearances_4502-41A.tif
B111-61-D916 Disraeli feedermain bridge crossing, Water & Waste_B-5365.tif
B111-62-01 Elevation and Cross Sections.tif
B111-69-41B Reconstruction of bridge deck_4502-41B.tif
B111-71-00 Cover Sheet_B-5060-82.tif
B111-71-01 Elevation and Sections, original structure_B-5060-83.tif
B111-71-02 Girder strengthening, Spans 1, 2, 3, and 4_B-5060-84.tif
B111-71-03 Girder strengthening, Span 5 and 9_B-5060-85.tif
B111-71-04 Girder strengthening, Span 6, 7 and 8_B-5060-86.tif
B111-71-05 Girder strengthening, Span 10 - revised_B-5060-87_2.tif
B111-71-06 Deck details_B-5060-88.tif
B111-71-07 Expansion Dam Details_B-5060-89.tif
B111-71-07 Expansion dam details_B-5060-89a.TIF
B111-71-08 Drain pipe and storm sewer details_B-5060-90.tif
B111-71-09 Deck drain details_B-5060-91.tif
B111-71-10 Traffic diversion layout_B-5060-92.tif
B111-71-11 Detail of girder strengthening, Spans 1, 2, 3, 4 and 10_B-5060-93.tif
B111-71-12 Expansion dam anchors_B-5060-94.tif
B111-73-1A Plan View.tif
B111-78-01 Bridge Maintenance Sidewalk Repairs Using Daraweld C.tif
B111-78-03 Concrete median barrier, south end transition details_B-5103-3.tif
B111-78-04 Concrete median barrier, north end transition details_B-5103-4.tif
B111-78-05 Concrete median barrier, expansion dams and miscellaneous details_B-5103-5.tif
B111-78-C Bridge Maintenance New Grouted RipRap_B-5177.tif
B111-79-01 Bridge Maintenance Curb Renewal at Talbot Off Ramp.tif
B111-79-03 General layout_B-5150.tif
B111-81-01 Bridge Maintenance Sidewalk and Curb Repair_1 of 3.tif
B111-81-02 Bridge Maintenance Curb Repairs_2 of 3.tif

- B111-81-03 Bridge Maintenance Asphalt Resurfacing_3 of 3.tif
- B111-82-01 Cover sheet, rehabilitation of bridge bearings, surface preparation & painting of str.tif
- B111-82-02 General arrangement and location of proposed bearing works.tif
- B111-82-03 Bearing details.tif
- B111-82-04 Details of areas requiring surface preparation and painting.tif
- B111-82-05 Asphalt patching_B-5299.tif
- B111-82-07 Rehabilitation of bearings and surface preparation and painting, Weld Inspection Oct .tif
- B111-83-01 MTS UG Conduit Installation.tif
- B111-83-02 MTS installation on Disraeli St, Talbot Av and Brazier St_B-5482-2.tif
- B111-83-03 MTS installation on Disraeli St, Talbot Av and Brazier ST_B-5482-3.tif
- B111-83-07 Rehabilitation of bearings and surface prep and painting, Weld Inspection-Oct 1982_B-.tif
- B111-84-01 Cover sheet, asphalt resurfacing and miscellaneous works_B-5542-1.tif
- B111-84-02 Drawing List, asphalt resurfacing and miscellaneous works_B-5542-2.tif
- B111-84-03 Location plan, asphalt resurfacing and miscellaneous works_B-5542-3.tif
- B111-84-04 South approach, asphalt resurfacing and miscellaneous works_B-5542-4.tif
- B111-84-05 Disraeli St and Gladston St ON-OFF ramps, asphalt resurfacing and miscellaneous work.tif
- B111-84-06 Disraeli-Gladstone connection, asphalt resurfacing and miscellaneous works_B-5542-6.tif
- B111-84-07 Plan-profile of bridge, asphalt resurfacing and miscellaneous works_B-5542-7.tif
- B111-84-08 Plan-profile of bridge, asphalt resurfacing and miscellaneous works_B-5542-8.tif
- B111-84-09 North approach, asphalt resurfacing and miscellaneous works_B-5542-9.tif
- B111-84-10 Profile-north approach and OFF ramp to Talbot Av, asphalt resurfacing and miscellane.tif
- B111-84-11 Midwinter Av, asphalt resurfacing and miscellaneous works_B-5542-11.tif
- B111-84-12 Concrete median barrier layout and details, asphalt resurfacing and miscellaneous wo.tif
- B111-84-13 North detour crossover and layout of aluminum shoulder barrier, asphalt resurfacing .tif
- B111-84-14 Balanced shoulder barrier standard detail_B-5542-14.tif
- B111-84-15 G.R.E.A.T. unit for use with concrete median barrier, asphalt resurfacing and miscel.tif
- B111-84-16 G.R.E.A.T. unit for use with concrete median barrier, asphalt resurfacing and miscel.tif
- B111-84-17 General arrangement and location of misc related works, asphalt resurfacing and misc.tif
- B111-84-18 Slope protection works, asphalt resurfacing and miscellaneous works_B-5542-18.tif
- B111-84-19 Navigation lights, asphalt resurfacing and miscellaneous works_B-5542-19.tif

B111-84-20 Location of temporary scaffolding for load testing, asphalt resurfacing and miscella.tif
B111-84-21 Reinforcing schedule, asphalt resurfacing and miscellaneous works_B-5542-21.tif
B111-89-01 Asphalt overlay maintenance_B-5788.tif
B111-89-01 Curb and sidewalk renewal_B-5793-2.TIF
B111-89-02 Asphalt overlay maintenance, sht 2 of 2_B-5789.tif
B111-91-01 Bridge monitoring - general layout, sht 1 of 2_B-5934-1.tif
B111-91-02 Bridge monitoring - general layout, sht 2 of 2_B-5934-2.tif
B111-93-01 Asphalt overlay - plan, sections and details_B-5949-1.tif
B111-94-01 Sidewalk repairs_B-5957-1.tif
B111-94-02 Asphalt overlay - plan, sections and details_B-5953-1.tif
B111-95-01 Concrete channel construction - plan and sections_B-5964-1.tif
B111-98-01 Bridge monitoring, general layout, sht 1 of 2 - goes with the 2004 assessment report.DWG
B111-98-02 Bridge monitoring, movement data, sht 2 of 2 - goes with the 2004 assessment report.DWG

A2 – Reports

B111,B112-1979 Concrete median barrier and related works.pdf
B111,B112-1984 Compilation of information concerning load testing, Reid Crowther.pdf
B111,B112-1984 Load testing report, Reid Crowther.pdf
B111,B112-1984 Load Testing, Reid Crowther.pdf
B111,B112-1985 Behavioral load testing of Disraeli facility paper, Reid Crowther.pdf
B111,B112-1985 Final Construction Report - Photos ONLY, Tender 84-100, Reid Crowther.pdf
B111,B112-1985 Final Construction Report on Asphalt Resurfacing & Miscellaneous Related Works, R.pdf
B111,B112-1985 Final Construction report, Appendices, Reid Crowther.pdf
B111,B112-1985 Final Construction Report, Reid Crowther.pdf
B111,B112-1987 Report to Board of Commissioners on The Need for a curb-line vehicle barrier, May.pdf
B111,B112-2004 Movement monitoring 2003-2004 Assessment Report, Earth Tech2.pdf
B111-1955 Soil Mechanics Investigation report, Feb 1955.pdf
B111-1971 Deck reconstruction and painting report.pdf
B111-1973 Preliminary report on stabilization of Midwinter Av movements.pdf
B111-1975 Report on riverbank stability at Midwinter Av.pdf
B111-1978 Final report on structural investigation of bridge over Red River, UMA.pdf
B111-1978 Final report on structural investigation of bridge over Red River2, UMA.pdf
B111-1978 Final report on structural investigation of the overpass, UMA.pdf
B111-1978 Final report on structural investigation of the overpass2, UMA.pdf
B111-1980 Final construction report on cleaning of substructure and bearings.pdf
B111-1983 April, Report on underwater inspection of substructure units.pdf
B111-1983 Report on the weld inspection program.pdf

B111-1983 Report on the weld inspection program2.pdf
B111-1989 July, Report on underwater inspection of substructure units.pdf
B111-1996 December, Underwater inspection substructure units.pdf
B111-1996 Underwater inspection substructure units.pdf
B111-2000 Monitoring Wells near Bridge, AGRA.pdf
B111-2003 Underwater inspection of substructure units.pdf

B - CPR Overpass Drawings and Reports

B1 – Drawings

B112-2000-01 Deck, curb and sidewalk repair areas, 1 of 2.dwg
B112-2000-02 Expansion joint nosing construction details, 2 of 2.dwg
B112-50-4445-1 Proposed grade separation at CPR crossing in vicinity of May St.tif
B112-51-4445-2 Proposed grade separation -revised- at CPR crossing in vicinity of May St.tif
B112-58-4502-20 Typical section over CPR right of way.tif
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B112-59-4502-25 Superstructure - general plan, elevation and sections_B-4502-25.tif
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B112-59-4502-31 Substructure - details of pier No 5_B-4502-31.tif
B112-59-4502-32 Substructure - details of piers No 6, 8, 11 and 15_B-4502-32.tif
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B112-59-4502-39 Substructure - details of pier No 7_B-4502-39.tif
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B112-59-4502-42 Plan and sections of temporary grade fill - west approach_B-4502-42.tif
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B112-60-4502-28A End posts - guardrail.tif
B112-60-4502-44 Details of wire mesh and corrugated sheet steel above vehicle and pedestrian un.tif
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B112-62-01 Elevation and cross-section_B-5006-1.tif
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B112-67-4502-48A Location of metal storage building with respect to overpass.tif
B112-70-4502-42A Proposed stairways and connecting sidewalks - details of landings.tif
B112-70-4502-42-A1 Proposed stairways and connecting sidewalks, north end of CPR
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B112-70-4502-42-A2X Proposed stairway details, east and west side.tif
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B112-71-05 Girder strengthening, Span 10_B-5060-87.tif
B112-71-4502-40A Proposed canopy details -north abutment at Pier No 20.tif
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B112-73-1 General plan, overpass and approach road resurfacing_B-5075-1.tif
B112-73-10 Traffic diversion layout for construction of southbound lanes_overpass and
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B112-73-13 Girder strengthening and details, south abutment to pier 3, overpass and
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B112-73-19 Girder strengthening, pier 18 to north abutment, overpass and approach
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B112-73-1a Plan view of deck_B-5006-1a.tif
B112-73-2 Main Street, overpass and approach road resurfacing_B-5075-2.tif
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B112-73-22 Deck details, overpass and approach road resurfacing_B-5075-22.tif
B112-73-23 Deck details, overpass and approach road resurfacing_B-5075-23.tif
B112-73-24 Expansion dams at north and south abutments, overpass and approach road
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- B112-73-26 Expansion dam repairs, overpass and approach road resurfacing_B-5075-26.tif
- B112-73-27 Bridge drain details, overpass and approach road resurfacing_B-5075-27.tif
- B112-73-28 Deck drain details, overpass and approach road resurfacing_B-5075-28.tif
- B112-73-29 Guardrail details, overpass and approach road resurfacing_B-5075-29.tif
- B112-73-3 Main St to Sta 5+05, overpass and approach road resurfacing_B-5075-3.tif
- B112-73-30 Broken channel weld locations, overpass and approach road resurfacing_B-5075-30.tif
- B112-73-4 Sta 4+74 to 10+05, overpass and approach road resurfacing_B-5075-4.tif
- B112-73-5 Sta 9+74.5 to 14+55, overpass and approach road resurfacing_B-5075-5.tif
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- B112-73-7 Sta 19+06 to south abutment, overpass and approach road resurfacing_B-5075-7.tif
- B112-73-8 Between overpass and bridge, overpass and approach road resurfacing_B-5075-8.tif
- B112-73-9 Traffic diversion layout for construction of northbound lanes, overpass and approach .tif
- B112-76-C-L-189 Hydro manholes, sht 1 of 2.tif
- B112-76-C-L-189 Hydro manholes, sht 2 of 2.tif
- B112-78-01 Bridge Maintenance Sika III and Tapecrete Test Patches for Sidewalk Repair.tif
- B112-78-03 Concrete median barrier and related works, south end transition detail_B-5103-3.tif
- B112-78-04 Concrete median barrier and related works, north end transition detail_B-5103-4.tif
- B112-78-05 Concrete median barrier and related works, expansion dam and miscellaneous details_B.tif
- B112-78-A New grouted riprap at north abutment_B-5176-1.TIF
- B112-78-B New grouted riprap at south abutment_B-5176-2.TIF
- B112-79-01 Bridge Maintenance - Gladstone off Ramp Concrete Slab Repair.tif
- B112-79-02 Bridge Maintenance New Limestone and Sod at Gomez and Sutherland.tif
- B112-79-04 General layout, plan and elevation_B-5151.tif
- B112-81-01 Bridge Maintenance Sidewalk and Curb Repair.tif
- B112-81-02 Bridge Maintenance Bearing Repairs.tif
- B112-82-01 Asphalt patching, bridge maintenance_B-5299.tif
- B112-84-01 Cover sheet_B-5543-1.tif
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- B112-84-08 South detour crossover and layout of aluminum shoulder barrier, sht 1 of 2_B-5543-8.tif
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- B112-84-15 Bearing and expansion joint measurements, sht 2 of 2_B-5543-15.tif
- B112-84-16 Details of surface preparation and painting or tapecreting_B-5543-16.tif
- B112-84-16A Extra painting limits, expansion joint repairs_B-5543-16A.tif
- B112-84-17 Location of temporary scaffolding for load testing_B-5543-17.tif
- B112-84-18 1984 Weld inspection_B-5543-18.tif
- B112-89-01 Asphalt overlay maintenance_B-5788.tif
- B112-89-01 Curb and sidewalk renewal, bridge maintenance_B-5793-2.TIF
- B112-91-02 Bridge monitoring - general layout_B-5935-1.tif
- B112-91-03 Bridge monitoring - general layout_B-5935-2.tif
- B112-91-04 Bridge monitoring - general layout_B-5935-3.tif
- B112-93-01 Asphalt overlay maintenance - plan, sections and details_B-5949-1.tif
- B112-94-01 Sidewalk repairs, maintenance_B-5957-1.tif
- B112-94-02 Asphalt overlay maintenance - plan, sections and details_B-5953-1.tif
- B112-98-01 General Layout - goes with the 2004 assessment report - DIS-O-1.dwg
- B112-98-02 Movement data, sht 1 - goes with the 2004 assessment report - DIS-O-2.DWG
- B112-98-03 Movement data, sht 2 - goes with the 2004 assessment report - DIS-O-3.DWG
- B112-98-04 Movement data, sht 3 - goes with the 2004 assessment report - DIS-O-4.dwg
- B112-99-01 Sidewalk repairs - plan, section and notes_1 of 1.dwg

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- B111,B112-1979 Concrete median barrier and related works.pdf
- B111,B112-1984 Compilation of information concerning load testing, Reid Crowther.pdf
- B111,B112-1984 Load testing report, Reid Crowther.pdf
- B111,B112-1984 Load Testing, Reid Crowther.pdf
- B111,B112-1985 Behavioral load testing of Disraeli facility paper, Reid Crowther.pdf
- B111,B112-1985 Final Construction Report - Photos ONLY, Tender 84-100, Reid Crowther.pdf
- B111,B112-1985 Final Construction Report on Asphalt Resurfacing & Miscellaneous Related Works, R.pdf
- B111,B112-1985 Final Construction report, Appendices, Reid Crowther.pdf
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C - Pedestrian Overpass Drawings

B125-61-01 Columns.tif
B125-61-02 Columns.tif
B125-61-03 Columns.tif
B125-61-04 Welded beam unit.tif
B125-61-05 Welded Beam Unit.tif
B125-61-06 Details of Stringers MK_D1R.tif
B125-61-07 Details of Stringers MK_D2R.tif
B125-61-08 Details of Stringers MK_D1L.tif
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B125-61-10 Details of landing channels & miscellaneous rails.tif
B125-61-11 Details of miscellaneous walkway rails.tif
B125-61-12 Details of gratings & treads.tif
B125-61-E1 Anchor Bolt Diagram.tif
B125-61-E2 Plan.tif
B125-61-E3 Elevation & Sections.tif
B125-61-E4 Layout of stairs & walkway.tif
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disraeli op b-4502-45_3-3.tif
disraeli op b-4502-45_3-4.tif
disraeli op b-4502-47.tif
disraeli op b-4502-48.tif
disraeli ped op_b-5993-1.tif
disraeli ped op_b-5993-2.tif
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D - Roadway Drawings

1_DISCLAIMER Model (1).pdf
1_DISCLAIMER.dwg
1P-4456.tif
3P-1880.tif
3P-2629.tif
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4P-2170.tif
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B-28.tif
B-40.tif
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E - Tenders and Specifications

B111,B112-03-01 Curb & Sidewalk Repairs_Plan Sections & Notes.pdf
B111,B112-1978 Disraeli Facility concrete median barrier, Tender 78-139.pdf
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B111,B112-2007 BO 142-2007, Elevations, Details & Sections, B111_112-07-03-R0.pdf
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B112-1960 General Conditions and Special Provisions, Construction of concrete sidewalks, concret.pdf
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B112-2004 Structural Steel Deck Repairs, Tender 101-2004.pdf
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B112-73 Deck reconstruction and painting bid comparison, Tender 73-77.pdf

F - Disraeli Freeway Rehabilitation Project Conceptual Design Information

Access_Design_Standards.pdf

B111,B112-2006 Rehabilitation Project, Conceptual Design Report, Dillon-EarthTec, December.pdf

B111,B112-2006 Accessibility Audit.pdf

B111,B112-2006 Community Profile April 2006 7 (pdf).pdf

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B111,B112-2007 257-2005_Appendix_A_Paint_and_Sandblasting_Results.pdf

B111,B112-2007 BO 142-2007, Paint Testing Analysis Results - Appendix A.pdf

B111,B112-2007 Metallurgical Analysis of the Disraeli Bridge Steel Girder Collision wTruck.pdf

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B111,B112-2008 Metallurgical Evaluation Existing Steel Girders Dillon.pdf

B112-2004 stantec substructure evaluation report.PDF

Manitoba Hydro Summary August.14.pdf

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APPENDIX D

Risk Matrix

RISK MATRIX

Risks and Responsibilities	Private Sector	City of Winnipeg
Access to Project Site and Lay-down Areas		X
Creation of Leasehold Interest(s)		X
Justification for Transfer of Leasehold Interest(s)	X	
Existing Soil Contamination		X
Environmental Permits/Authorizations	X	
Environmental Contamination Resulting from Project Construction	X	
Navigable Waters Permit	X	
Fisheries Act Clearance	X	
Canadian Transportation Act Clearance		X
Proposal(s) for most advantageous, best value rehabilitation/new construction mix	X	
Decision on rehabilitation/new construction mix		X
Specification of minimum standards for Works		X
Specification of minimum standards for Maintenance Services		X
Specification of Minimum Hand-back Conditions for Upgraded Works		X
Geotechnical Assessments of Site	X	
Assessment of Viability/Longevity of Existing Structures	X	
Latent Defects in Refurbished Bridge Components (eg: substructure units/structural steel superstructure), subject to City acceptance of the Project Design		X
Latent Defects in all Replaced and New Components of the Works	X	
Design and Construction of City Approved Concept	X	
Construction Schedule/Delays	X	
Construction Cost Overruns	X	
Relocation of Public Utilities	X	
Financing Project Costs to Commissioning Date	X	
All Traffic Management (detours/local approach roads, etc)	X	
Stakeholder Consultation re Traffic Management	X	
Maintenance of Upgraded Works for Agreed Term	X	
Public Communication re Project		X

APPENDIX E

Key Deal Parameters

Summary of Key Deal Parameters

Maintenance /Payout Term:	<ul style="list-style-type: none">• In range of 25 to 35 years, to be agreed
Contract Model	<ul style="list-style-type: none">• Design, Build, Finance Maintain with risk allocation as noted in Risk Matrix
Transfer of Leasehold, Licence or Like Interest(s)	<ul style="list-style-type: none">• If advantageous
Payment:	<ul style="list-style-type: none">• Availability upon Commissioning Date with consideration for some payment at Substantial Performance• Payment will be monthly• Hand-back retention to end of Maintenance Term
Early Completion / Liquidated Damages:	<ul style="list-style-type: none">• Consideration will be given to providing incentive to complete the Works ahead of schedule
Performance Security	<ul style="list-style-type: none">• In forms and amounts sufficient to protect the City during each phase of the Project
Snow Clearing during Maintenance Term	<ul style="list-style-type: none">• To be performed by City rather than Maintenance Member of Team

APPENDIX F
FORM A: Request for Qualification Application

FORM A: REQUEST FOR QUALIFICATION APPLICATION

1. Document Title REQUEST FOR QUALIFICATIONS 453 - 2008 FROM
PRIVATE SECTOR TEAMS FOR THE DESIGN, BUILD,
FINANCING & MAINTENANCE OF THE DISRAELI
BRIDGES PROJECT

2. Respondent/
Respondent Team

Name of Respondent/Respondent Team

3. Respondent Team

The Members of the Respondent Team are:

Member Name

Member Name

Member Name

Member Name

Member Name

Member Name

4. Authorized Contacts The Respondent Team Members hereby authorize the following Contact Organization and Contact Individual to represent them for purposes of the submission.

Contact Organization

Contact Individual Name and Title

Telephone Number Facsimile Number

Street

City Province Postal Code

(Mailing address if different)

Street or P.O. Box

City Province Postal Code

5. Conflict of Interest and Good Faith Declarations Each Member of the Respondent Team declares that;
- (a) this submission is made in good faith and that to the best of its knowledge, none of its Team Members or Key Individuals is in a conflict of interest or is in a position likely to create a perception of a conflict of interest with any advisor retained by the City in relation to the Project, including but not limited to advisors providing engineering, process, finance, legal or financial capacity advice; and
 - (b) this submission is made in good faith and each Member of the Respondent Team hereby undertakes to avoid and to promptly disclose any circumstance that comes to the notice of the Respondent Team Member whereby a member of City Council, any officer or employee of the City is or could possibly gain any pecuniary interest, direct or indirect, as a result of the Respondent Team's participation in this procurement process.

6. No Collusion Each Member of the Respondent Team declares that it has not participated in any collusion scheme or combine in respect of this submission or the procurement process.
7. Response Each member of the Respondent Team agrees that the RFQ in its entirety has been incorporated into and forms part of this submission notwithstanding that not all parts thereof are necessarily attached to or accompany this RFQ submission.
8. Addenda The following addenda have been received and shall be deemed to form a part of the submission:

No.	_____	Dated	_____
	_____		_____
	_____		_____

9. The authorized official(s) of the Member(s) named below have signed this Form of Application (in counterpart) this

_____ day of _____, 2008 .

Respondent Team Member Name

Signature of Respondent Team Member or Respondent Team Member's
Authorized Official or Officials

(Print here name and official capacity of individual whose signature appears above)

Respondent Team Member Name

Signature of Respondent Team Member or Respondent Team Member's
Authorized Official or Officials

(Print here name and official capacity of individual whose signature appears above)

Respondent Team Member Name

Signature of Respondent Team Member or Respondent Team Member's
Authorized Official or Officials

(Print here name and official capacity of individual whose signature appears above)

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