September 20, 2018

Re: Request for access to information under Part 2 of The Freedom of Information and Protection of Privacy Act: Application Number 18 06 539

On July 30, 2018, I wrote to you to let you know that we had received authorization from the Manitoba Ombudsman’s office for a further extension in order to complete the required third party consultation for your request for the following:

Please provide a copy of the proponent’s proposal (excluding ‘Section B- Fees’) that has been selected by the City of Winnipeg in response to RFP No. 329-2017 and used as the basis for a contract to provide professional consulting services that are now underway for the preliminary design of Route 90 widening between Taylor Avenue and Ness Avenue. Please provide records as they become available.

That consultation is complete and your request for access is granted in part, with severing under the following exceptions to disclosure:

**Disclosure harmful to a third party’s privacy**

17(1) The head of a public body shall refuse to disclose personal information to an applicant if the disclosure would be an unreasonable invasion of a third party’s privacy.

**Disclosures deemed to be an unreasonable invasion of privacy**

17(2) A disclosure of personal information about a third party is deemed to be an unreasonable invasion of the third party’s privacy if

   (e) the personal information relates to the third party’s employment, occupational or educational history

**Determining unreasonable invasion of privacy**

17(3) In determining under subsection (1) whether a disclosure of personal information not described in subsection (2) would unreasonably invade a third party’s privacy, the head of a public body shall consider all the relevant circumstances including, but not limited to, whether

   (i) the disclosure would be inconsistent with the purpose for which the personal information was obtained.

**Disclosure harmful to a third party’s business interests**

18(1) The head of a public body shall refuse to disclose to an applicant information that would reveal

   (b) commercial, financial, labour relations, scientific or technical information supplied to the public body by a third party, explicitly or implicitly, on a confidential basis and treated consistently as confidential information by the third party; or

   (c) commercial, financial, labour relations, scientific or technical information the disclosure of which could reasonably be expected to

   (i) harm the competitive position of a third party
The head of a public body may refuse to disclose information to an applicant if disclosure could reasonably be expected to harm or threaten the security of any property or system, including a building, a vehicle, an electronic information system, or a communications system.

After reviewing the record and considering the third party’s representations, we determined that these sections applied to the information severed in the enclosed pages. Section 17(1) is a mandatory, general exception intended to protect the privacy of third parties. In this record, it was applied in combination with section 17(2)(e) to sever the employment, occupational and educational history of individuals. The responsive record includes Table D2 Team Member Experience (7 pages) and Appendix A Curricula Vitae (271 pages); however, since section 17(2)(e) applies to the entirety of both, copies of these pages are not enclosed. Section 17(1) was also applied in combination with section 17(3)(i) to sever an individual’s signature. Section 18(1)(b), and 18(1)(c)(i) are mandatory exceptions intended to protect a third party’s business interests where the information was provided by the third party on the basis of confidentiality and where the information, if disclosed, would harm the third party’s competitive position. In addition to these sections, we have chosen to sever city mobile phone numbers under section 26, a discretionary exception intended to protect the security of the public body’s communication system.

Pages 10-19 of the responsive records contain sections that are small and in a light coloured font. I was able to find a clearer version of those pages and have enclosed copies of them for your use.

Section 59(1) of the Act provides that you may make a complaint about this decision to the Manitoba Ombudsman. You have 60 days from the receipt of this letter to make a complaint on the prescribed form to the Manitoba Ombudsman (mail: 750-500 Portage Avenue, Winnipeg, MB, R3C 3X1; telephone: 204-982-9130 or, in Manitoba, toll-free 1-800-665-0531).

If you have any questions, please call me at (204) 986-3141.

Sincerely,

Denise Jones
Access and Privacy Coordinator
Route

90

PROPOSAL FOR PROFESSIONAL CONSULTING SERVICES FOR
PRELIMINARY DESIGN OF ROUTE 90 WIDENING BETWEEN TAYLOR AVENUE AND NESS AVENUE

AUGUST 8, 2017 | 12:00 NOON | RFP NO. 329-2017
PREPARED FOR: THE CITY OF WINNIPEG

ORIGINAL
August 8, 2017
The City of Winnipeg
Corporate Finance Department
Materials Management Division
185 King Street, Main Floor
Winnipeg MB R3B 1J1

Attention: Vaibhav Banthia, M.Sc., P.Eng., CIM, Bridge Projects Engineer

Dear Sir:

RE: Request for Proposal No. 329-2017 | Proposal for Professional Consulting Services for Preliminary Design of Route 90 Widening between Taylor Avenue and Ness Avenue

Route 90 is a primary north-south transportation corridor in west Winnipeg; currently extending from the North Perimeter Highway (PTH 101) at PTH 7, south to the South Perimeter Highway (PTH 100). It is an important economic transportation route, a major truck route, and is the northern terminus of the Mid-Continent Trade Corridor. The facility is a major arterial serving a high volume of local, regional, and international traffic.

WSP’s project team members have provided planning, public engagement, functional, preliminary and detailed design services, as well as project management services for numerous similar projects for the City of Winnipeg – including the earlier Preliminary Design Study for this section of Route 90. We have also undertaken work on Route 90 to the south of the study area, including a number of development projects along Route 90. We believe that this experience will be invaluable in assisting the City of Winnipeg with the current assignment.

We have the people, the knowledge, and the process to deliver the Route 90 Widening Preliminary Design project for the City of Winnipeg.

Thank you for your time and consideration of our submission. We look forward to working with the City on this important project, and would be pleased to meet with you at your convenience to discuss any aspect of our submission. If you have any questions regarding the information provided, please do not hesitate to contact the undersigned or our proposed Project Manager, Grantley King, at 204.272.2013, or at Grantley.King@wsp.com.

Yours truly,
WSP Canada Group Limited

Richard Tebinka, P.Eng.
Manager, Manitoba Transportation

WSP ref.: P17-M1004-74
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APPENDIX

A | Curricula Vitae

FIGURES, TABLES & DRAWINGS

Table C1 | WSP – Proponent
Table C2 | KGS Group Consulting Engineers – Subconsultant
Table C3 | HTFC Planning & Design – Subconsultant
Table C4 | Faithful+Gould – Subconsultant
Table C5 | Barnes & Duncan – Subconsultant
Table C6 | Industrial Technology Centre – Subconsultant
Table C7 | First Person Strategies – Subconsultant
Table C8 | Watt Consulting Group – Subconsultant
Table C9 | Probe Research Inc. – Subconsultant
SECTION A
FORM A: PROPOSAL

SECTION B
FEES
FORM A: PROPOSAL
(See B7)

1. Contract Title
   REQUEST FOR PROPOSAL FOR PROFESSIONAL CONSULTING SERVICES FOR PRELIMINARY DESIGN OF ROUTE 90 WIDENING BETWEEN TAYLOR AVENUE AND NESS AVENUE

2. Proponent
   WSP Canada Group Limited
   Name of Proponent (Legal Name)
   Usual Business Name of Proponent as it appears on Invoice (if different from above)
   111 - 93 Lombard Avenue
   Street
   Winnipeg           Manitoba           R3B 3B1
   City                  Province             Postal Code
   Grantley.King@wsp.com
   Email Address of Proponent
   (204) 943-4948
   Facsimile Number

(Mailing address if different)
   Street or P.O. Box

   City
   Province
   Postal Code

   GST Registration Number (if applicable)

   The Proponent is:
   (Choose one)
   □ a sole proprietor
   □ a partnership
   ✓ a corporation
   carrying on business under the above name.

3. Contact Person
   The Proponent hereby authorizes the following contact person to represent the Proponent for purposes of the Proposal.
   Grantley King, P.Eng., PMP      Senior Project Manager, Transportation
   Contact Person                  Title
   (204) 272-2013                  (204) 943-4948
   Telephone Number                Facsimile Number

4. Definitions
   All capitalized terms used in the Contract shall have the meanings ascribed to them in the General Conditions.
5. **Offer**
The Proponent hereby offers to perform the Services in accordance with the Contract for the Fees, in Canadian funds, set out in response to B8 Fees.

6. **Execution of Contract**
The Proponent agrees to execute and return the Contract no later than seven (7) Calendar Days after receipt of the Contract, in the manner specified in C4.1.

7. **Commencement of the Work**
The Proponent agrees that no Services shall commence until he/she is in receipt of a notice of award from the Award Authority authorizing the commencement of the Services.

8. **Contract**
The Proponent agrees that the Request for Proposal in its entirety shall be deemed to be incorporated in and to form a part of this offer notwithstanding that not all parts thereof are necessarily attached to or accompany this Proposal.

9. **Addenda**
The Proponent certifies that the following addenda have been received and agrees that they shall be deemed to form a part of the Contract:

<table>
<thead>
<tr>
<th>No.</th>
<th>Dated</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>July 11, 2017</td>
</tr>
</tbody>
</table>

10. **Time**
This offer shall be open for acceptance, binding and irrevocable for a period of ninety (90) Calendar Days following the Submission Deadline.

11. **Signatures**
The Proponent or the Proponent's authorized official or officials have signed this

8 day of August, 2017

**Signature of Proponent or Proponent's Authorized Official or Officials**

Richard Tebinka, P.Eng., Manager, Manitoba Transportation

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

(Print here name and official capacity of individual whose signature appears above)
SECTION C
EXPERIENCE OF PROPONENT & SUBCONSULTANTS

SECTION D
EXPERIENCE OF KEY PERSONNEL ASSIGNED TO THE PROJECT
SECTION C – EXPERIENCE OF PROPONENT & SUBCONSULTANTS

WSP will be the lead consultant responsible for providing all functions relating to project management, transportation planning and analysis; land use planning; roadway, land drainage, utility and structural design; the road safety audit; construction staging and scheduling; cost estimating; the environmental assessment; and the project delivery method assessment. WSP has partnered with specialist subconsultant firms to enhance our capabilities and address specific project needs. Our partners for this project are:

- **KGS Group Consulting Engineers (KGS)** will be responsible for the land drainage, geotechnical, and hydraulics work.
- **HTFC Planning & Design (HTFC)** will be responsible for the value engineering facilitation.
- **Faithful+Gould (F+G)** will be responsible for the value engineering facilitation.
- **Barnes & Duncan (B&D)** will be responsible for the value engineering facilitation.
- **Industrial Technology Centre (ITC)** will be responsible for sound attenuation analysis.
- **First Person Strategies (FPS)** will be responsible for public engagement.
- **Watt Consulting Group (Watt)** will be responsible for the bicycle facility safety audit.
- **Probe-Research (PR)** will be responsible for the statistically significant survey.

Our Project Team members have provided planning, design, public engagement, and project management services for the previous Route 90 study as well as numerous similar projects, including on the City of Winnipeg’s (City) Marion Street Functional Design Study, and Chief Peguis Trail Extension West projects. A description of our team’s firms and relevant projects is provided in Tables 1 through C9 (tabloid inserts) that follow. Each table includes:

- Firm profile, including years in business (year established), average volumes of work, total staff, and office address
- Three projects of similar complexity, scope and value for each firm identified above

SECTION D – EXPERIENCE OF KEY PERSONNEL ASSIGNED TO THE PROJECT

The key personnel assigned to the project have been identified in Figure D1 | Organization Chart (tabloid insert); these named key team members will not be substituted without written permission from the City’s Project Manager. Curricula vitae for each key personnel are attached in Appendix A. Table D2 | Staff Experience (tabloid insert) provides the following information for each key team member:

- Name and biography brief
- Current job title
- Role Title and description
- Education and certifications
- Years of experience in current position
- Years of experience in design
- Years of experience with existing employer
- Two relevant projects where they performed a comparable role
- One reference per project
TABLE C1 | WSP – PROPONENT

WSP provides clients with comprehensive engineering, planning, geomatics, and program/project management services across a broad range of market sectors. With strong client relationships and solid industry knowledge, we help our clients capitalize on opportunities, understand and address challenges, and manage risks and navigate relevant regulatory systems.

Our Winnipeg offices have over 370 employees consisting of project managers, engineers, planners, technicians, and support staff who provide planning, design, and contract administration services for public and private sector clients. Our local transportation group is made up of 45 engineers and technologists. WSP has been providing consulting engineering services to the City for over 50 years.

WSP is one of the world’s leading professional services firms providing integrated solutions across many disciplines. WSP has become the preeminent Canadian engineering firm with offices in Canada from coast to coast. Our company has a combined staff of 36,500 (more than 7,500 across Canada) in 40 countries. WSP is COR-certified (Certificate #25411-00), in good standing with the Workers Compensation Board of Manitoba, and registered with the Association of Professional Engineers and Geoscientists of the Province of Manitoba. Listed below are WSP’s project examples which demonstrate our recent experience in similar projects.

The WSP team has extensive experience providing services for large transportation projects of similar size and complexity to the Route 90 Widening. WSP (formally known as MMM Group Limited) completed the 2012 Route 90 Preliminary Design Study, with many of the same subspecialists as our current proposed team. We are leaders and innovators in the disciplines of: Transportation Planning; Roadway Geometries; Structural Design; Road Safety; Value Engineering; Environmental & Regulatory; and Project Delivery. Our Project Delivery experience has included conventional Design – Build – Design-Build and Public-Private Partnerships (P3). WSP has extensive experience with P3 project execution – we have provided leadership in P3 consortia, and support services to public or private owners as functional designers, independent certifiers, project/program managers, or independent engineers. With this broad experience we understand the complexities of execution from various perspectives.

WSP PROJECT – ROUTE 90 PRELIMINARY DESIGN & PUBLIC CONSULTATION STUDY; TAYLOR AVENUE TO NESSE AVENUE

PROJECT DESCRIPTION & ROLE

The City retained a multidisciplinary study team led by WSP (MMM Group) to provide preliminary design and public engagement services for Route 90 (Kenaston Boulevard) from Taylor Avenue to Ness Avenue. The project explored options to widen the existing four lane divided roadway to six lanes to better accommodate current and forecast traffic volumes and to recommend a preferred design option based on technical merits, cost-benefit considerations, neighborhood impacts, and public feedback. The study considered improvements for all modes of transportation, including transit and pedestrian/cycling movements (including addressing school-age children crossing Route 90), on the corridor and connecting links. Some of the issues addressed during the study included short-cutting between Kenaston Boulevard and Wellington Crescent, access to the West Wolseley neighborhood and between Route 90 and Portage Avenue, and an improved connection for eastbound Portage traffic to Route 90 and St. James Street. The study also involved extensive public consultation, including website, public survey, stakeholder meetings, open houses, and presentations.

WSP PROJECT – MARION STREET WIDENING & GRADE SEPARATION

PROJECT DESCRIPTION & ROLE

WSP led a multidisciplinary team to investigate options for a continuous six-lane divided Route 115 from Rue Des Mornons to the Dugald Road Overpass, including a grade separation of the CPR tracks. Marion Street is a major east-west corridor that combines local and commuter use with truck traffic, and provides access to and from downtown Winnipeg. Marion Street experiences peak period traffic congestion in part due to delays at the Marion Street / Archibald Street intersection caused by geometric deficiencies, and also due to rail traffic at the Marion Street at-grade crossing of the CPR Emerson subdivision. Safety is also a concern as Marion Street is a four-lane undivided roadway with a number of direct access points and heavy truck traffic. The study aimed to identify ways to reduce congestion and train delays, improve connections to east Winnipeg, improve safety and connectivity, and incorporate new or enhanced transit, bicycle, and pedestrian facilities. The project included extensive public engagement, including website, public survey, stakeholder meetings, open houses.

WSP PROJECT – SEASONS OF TUXEDO SHOPPING CENTRE DEVELOPMENT

PROJECT DESCRIPTION & ROLE

WSP assisted the joint-venture developers with the functional planning and site design for the development of a new regional shopping centre that consists of several large retail stores, including an IKEA and an outlet mall. WSP was involved at all stages of the project, from the initial site planning to detailed design and construction. A major component of the project included the widening of Kenaston Boulevard (Taylor to south of London) from four lanes to six lanes, the widening of Sterling Parkway from two lanes to four lanes, and significant intersection improvements at Sterling Park and Kenaston Boulevard. A number of WSP staff that are included in this proposal worked on this study and/or have worked on projects for other developments within the Seasons of Tuxedo area. Those WSP staff are very familiar with the study area and have a good understanding of the stakeholders and potential design issues that will need to be considered as part of this study. Other key components of the project included...
The design and contract administration of off-site extensions of the wastewater sewer and water mains to service the site

Approvals for the off-site works from the City of Winnipeg and CN Rail

Transportation impact study for the entire site, including an analysis of weekday and weekend traffic operations

The functional on-site layout of the access and circulation roadways, including three, two-lane roundabouts

Functional design for the parking lots for the mail and retail mailbox zone

Detailed design and contract administration for the installation of on-site underground services, roads, parking lots and site lighting

Coordination with other consultants for the layout and installation of geothermal heating fields below the parking lots

Utility coordination

Project Description & Role

The Port Mann / Highway 1 project was a major upgrade to BC’s Lower Mainland transportation network and included a new Fraser River crossing and upgrades / widening to 37 km of highway. As part of this work, eight existing bridges and six existing retaining walls were identified for rehabilitation and functional upgrades to accommodate one additional traffic lane in each direction. All construction was to be completed without any day-time lane closures. WSP (MMM Group), in joint venture with Hatch Mott MacDonald, led the design and delivery of the project’s entire onshore works component, which represents nearly half of the project’s overall cost.

The onshore element of the project included widening 37 km of the existing eight bridges, which involves laying 1,500,000 m of new pavement and 800,000 m of overlay; upgrading 11 major freeway interchanges, replacing 34 freeway bridges and rehabilitating a further eight bridges; construction of over 20 lightweight fill embankments; and more than 80 retaining walls together with construction of over 200 culverts and 750,000 m of ground improvements. There are also environmental compendiums, hundreds of utility relocations and protections, and signage and lighting works. All of this project activity occurred between the McGirr Interchange in Vancouver and 216 Street in Langley, which is the most congested element of Highway 1 in British Columbia.

One unique aspect to this project was the need to design in a complex urban environment. The project was not only the busiest highway corridor in BC but also one of its most dense urban transportation networks. Over 125,000 vehicles use Highway 1 to cross the Fraser River each day. The project traversed network links and municipal crossings, as well as multiple railway and public transit lines. This narrow, constrained corridor runs parallel to and regularly intersects every utility: electrical, lighting, fiber optic, gas, oil, drainage, and municipal services. The project’s success required an integrated and collaborative approach between the design team, the DBJV and project stakeholders. Each of the more than 150 individual utility relocations and protection designs required proactive design communication. With limited lane closures and low tolerance for public delay, the project called for over 340 traffic detours. The design and construction teams worked closely to develop innovative staging concepts that used temporary structures and re-purposed existing components through construction. Designated team members for our current proposal were involved in the Port Mann project.

Project Description & Role

WSP’s Vancouver Office was retained by BC MoTI to complete functional, preliminary, and detailed design for the rehabilitation, seismic retrofit, and widening to the Agassiz-Rosedale Bridge and the Rosedale Overhead. These two bridges are key components of the Highway 9 link across the Fraser River, connecting the TransCanada and Lougheed Highways in the heart of Fraser Valley east of Metro Vancouver. The proposed functional improvements required significant widening to accommodate wider shoulders for cyclists, a re-configured overpass for protection and new traffic barriers. The Agassiz-Rosedale Bridge is classified as a “Lifeline” bridge, which need to be seismically upgraded in accordance with the new CSA-06-14 bridge code. Designated team members for our current proposal were involved in the Agassiz-Rosedale project.

Client / Owner

British Columbia Ministry of Transportation and Infrastructure (BCMoTI)

Project Description & Role

TABLE C2 | KGS GROUP CONSULTING ENGINEERS – SUBCONSULTANT

18(1)(b), 18(1)(c)(i)
TABLE C3 | HTFC PLANNING & DESIGN – SUBCONSULTANT

HTFC is the largest landscape architecture and planning firm in Manitoba, delivering innovative solutions since its inception in 1960. With over 30 professionals, HTFC has the resources to meet aggressive deadlines, and address a broad range of landscape and urban design issues. HTFC has extensive experience in the design and planning of large-scale transportation, greenway, and walk / cycle projects in Winnipeg and other centres, with specific expertise in walkable communities, accessible landscape design, public communications, Crime Prevention Through Environmental Design (CPTED) and Complete Streets. Listed below are HTFC’s project examples which demonstrate their recent experience on similar projects.

HTFC worked with WSP on the 2012 Route 90 Preliminary Design Study and are therefore familiar with the landscape design/public realm components of the project. HTFC also assisted with the public engagement, including producing renderings for use at public events.
HTFC PROJECT - DISRAELI CORRIDOR REHABILITATION & PRELIMINARY DESIGN

This project examined options to rehabilitate the Disraeli bridge and corridor extending from Main Street to Hespeiler Avenue, with an emphasis on reintegration with the Point Douglas and Elmwood communities, and improved pedestrian and cycling facilities. HTFC's responsibilities included visual assessment, accessibility audit, and preliminary design of streetscapes, bridge sidewalks, architectural features, pedestrian links, lighting, and plantings. HTFC was an active participant in all stakeholder and open house events, and was retained to prepare key open house graphics and presentation drawings describing a variety of bridge cross-section alternatives.

HTFC PROJECT - MARION STREET WIDENING & GRADE SEPARATION

See Table C3 for project description. HTFC services included site analysis and assessment of development impacts, open house planning, walk/bike planning, generation of alternatives, and weighing and application of evaluation criteria. Work included preliminary design drawings and descriptions to illustrate the landscape architectural treatment of streetscapes, interchanges, walk/bike facilities, buffers, and lighting.

HTFC PROJECT - PROVENCHER PAIRED BRIDGES PROJECT

The reconstruction of the Provencher Bridge was a contentious, politically charged project that required the design team to satisfy multiple factions, and anticipate urban redevelopment directions within the rapidly transforming Forks and Waterfront Drive district. In the end the project has become an icon for Winnipeg's renewal and has garnered many local and international awards. HTFC's responsibilities included conceptual design, urban planning, heritage interpretation, universal design review, and detailed design of the pedestrian and vehicular bridge landings. In addition to detailed design and contract administration for the bridge landings and dock, HTFC co-authored the interpretive plan with Gaboury Prefontaine Perry architects, designed the bicycle and pedestrian network, prepared a detailed accessibility audit, and worked with the engineering team on road alignments and streetscape for Pioneer and Water Avenues. Through the course of the project, the firm's role was extended to oversee the approval process through various municipal and provincial authorities.

TABLE C4 | FAITHFUL-GOULD – SUBCONSULTANT

Faithful+Gould is a wholly-owned subsidiary of W.S. Atkins, which in turn is owned by SNC-Lavalin. Faithful+Gould averages £205M annually under Atkins Worldwide as a whole. We have been providing quality support services and constructive expertise to the public and private sectors for nearly 70 years (established in 1947). Faithful+Gould has a team of 540 experts across North America (2,450 worldwide). Our integrated project program management consultancy services help clients across every sector, and in every part of the world. Faithful+Gould has performed over 700 Value Engineering (VE) studies over the last 30 years. Listed below are Faithful+Gould’s project examples which demonstrate their recent experience on similar projects.

YEAR ESTABLISHED

1947

Faithful+Gould is wholly-owned subsidiary of W.S. Atkins, which in turn is owned by SNC-Lavalin. £205M under Atkins Worldwide as a whole

ANNUAL AVERAGE VOLUME OF WORK

541 in North America and 2,449 Worldwide for Faithful+Gould

TOTAL STAFF

HEAD OFFICE

Address

500-115 Bannatyne Avenue East

City / Postal Code

Winnipeg, MB R3B 0R3

Telephone + Fax

(204) 944-9907 + (204) 957-1467

CANADIAN OFFICE

Address

100 King Street West, Suite 3700

City / Postal Code

Toronto, ON M5X 1C9

Telephone + Fax

(416) 644-4598 + (416) 644-8801
### F+G PROJECT - CHIEF PEGUIS TRAIL EXTENSION

**PROJECT DESCRIPTION & ROLE**
Project involved an independent technical review of plans submitted by the consultant team for the extension of Chief Peguis Trail from Main Street to Brookside Boulevard. This included a review of the roadway geometrics, traffic operations, transportation forecasts, bridge structures at the two interchanges, environmental assessment, and noise forecasts and mitigation strategies. Functional and preliminary design plans were prepared, with a value engineering and risk management workshop after completion of the functional design.

| Role | Value Engineering and Risk Management, Draft and Final Reports |

**CLIENT / OWNER**
City of Winnipeg (subconsultant to WSP)

**PROJECT COST**
Original / Final: $41,860 (F+G fee) / $40,900

**PROJECT SCHEDULE**
Anticipated Start / End: May 2017 / June 2017 (F&G Scope)

**REFERENCES**
- Reference #1: Scott Suderman • t: (204) 986-6963
- Reference #2: Blake Kibbins • t: 563-6963

---

### F+G PROJECT - WILLIAM R. CLEMENT PARKWAY EXTENSION

**PROJECT DESCRIPTION & ROLE**
Project investigated the extension of William R. Clement from Grant to McGilvery, and Sterling Lyon from east of McCraery to west of Charleswood. The options underwent traffic operations analysis, traffic signal warrant analysis, and traffic simulation modeling, and were evaluated based on criteria including traffic accommodation, safety, and requirements, environmental impact, property impacts, cost, staging, etc. Grade separation options were also developed. The recommended options were designed to the functional and preliminary design level, with a value engineering workshop after completion of the functional design.

| Role | Value Engineering and Risk Management, Draft and Final Reports |

**CLIENT / OWNER**
City of Winnipeg (subconsultant to WSP)

**PROJECT COST**
Original / Final: $25,500 (F+G fee) / $25,500

**PROJECT SCHEDULE**
Anticipated Start / End: September 2016 / October 2016 (F&G Scope)

**REFERENCES**
- Reference #1: Rob Vandenberg • t: +1 (416) 235-5483
- Reference #2: Peter Dorton • t: +1 (416) 235-4280

---

### F+G PROJECT - HIGHWAY 400, FROM HIGHWAY 89 TO JUNCTION OF HIGHWAY 11

**PROJECT DESCRIPTION & ROLE**
VE Study on the widening of Highway 400 along a 30 km section from 1 km south of Highway 89 to the junction at Highway 11. The purpose of the project was to address traffic operations, capacity, and safety needs of Highway 400 within the Town of Innisfil, City of Barrie, and Township of Springwater, in the County of Simcoe.

| Role | Value Engineering and Risk Management, Draft and Final Reports |

**CLIENT / OWNER**
Ministry of Transportation, Ontario (subconsultant to WSP)

**PROJECT COST**
Original / Final: $25,500 (F+G fee) / $25,500

**PROJECT SCHEDULE**
Anticipated Start / End: September 2016 / October 2016 (F&G Scope)

**REFERENCES**
- Reference #1: Rob Vandenberg • t: +1 (416) 235-5483
- Reference #2: Peter Dorton • t: +1 (416) 235-4280

---

**TABLE C5 | BARNES & DUNCAN – SUBCONSULTANT**

<table>
<thead>
<tr>
<th>Reference</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1</td>
<td>Scott Suderman • t: (204) 986-6963</td>
</tr>
<tr>
<td>#2</td>
<td>Blake Kibbins • t: 563-6963</td>
</tr>
</tbody>
</table>

18(1)(b), 18(1)(c)(i)
ITC was established in 1979 and has been a Special Operating Agency of the Province of Manitoba since 1996. It provides services that contribute to technology-based economic development for the benefit of Manitoba. ITC is Standards Council of Canada-accredited, ISO 9001 registered, and CLAS certified. ITC's annual average volume of work in engineering is $0.9M (overall is $2M) and has a total of 18 staff. With over 30 years' experience, ITC provides engineering, technical, advisory, and information services in many sectors, including aerospace, transportation, health, energy, environment, general manufacturing, architecture, and construction. For each project example provided, specific similarities to the Route 50 Widening Project includes:

• The noise assessment mapped current traffic patterns and associated traffic-induced noise surrounding current transportation route. Changes to the roadways and projected increased traffic levels were introduced and the increases in noise level were mapped. Possible mitigation for noise increases were investigated and compared, and noise and rail noise surrounding current transportation route.
• Current noise levels were measured and existing noise sources through the primarily residential neighborhood were determined. Existing residences and noise sources, including traffic and rail generated noise were modelled and compared to measured noise values. The design for the roadway extension was integrated into the model and the resultant noise levels were mapped. Mitigation measures were modelled and the resultant sound levels were calculated.

### TABLE C6 | INDUSTRIAL TECHNOLOGY CENTRE – SUBCONSULTANT

**ITC** was established in 1979 and has been a Special Operating Agency of the Province of Manitoba since 1996. ITC provides services that contribute to technology-based economic development for the benefit of Manitoba. ITC is Standards Council of Canada-accredited, ISO 9001 registered, and CLAS certified. ITC's annual average volume of work in engineering is $0.9M (overall is $2M) and has a total of 18 staff. With over 30 years' experience, ITC provides engineering, technical, advisory, and information services in many sectors, including aerospace, transportation, health, energy, environment, general manufacturing, architecture, and construction. For each project example provided, specific similarities to the Route 50 Widening Project includes:

- The noise assessment mapped current traffic patterns and associated traffic-induced noise surrounding current transportation route. Changes to the roadways and projected increased traffic levels were introduced and the increases in noise level were mapped. Possible mitigation for noise increases were investigated and compared, and noise and rail noise surrounding current transportation route.
- Current noise levels were measured and existing noise sources through the primarily residential neighborhood were determined. Existing residences and noise sources, including traffic and rail generated noise were modelled and compared to measured noise values. The design for the roadway extension was integrated into the model and the resultant noise levels were mapped. Mitigation measures were modelled and the resultant sound levels were calculated.

#### ITC PROJECT – PTH 59 / PTH 101 & PTH 59 / PRR 202 INTERCHANGE & RELATED ROADWAY UPGRADES

**PROJECT DESCRIPTION & ROLE**

This project involves the functional design of an interchange at PTH 59 / PTH 101, an at-grade separated crossing of PTH 101 at the Gateway-Raleigh corridor, and an upgraded intersection at PTH 59 / PRR 202. WSP prepared a functional design report and was subsequently retained to act as Owner's Engineer. ITC prepared noise forecasts and mitigation strategies.

**NOTES**

- Noise Möller (noise monitoring, and noise assessment, and mitigation strategies, general project monitoring)

#### CLIENT / OWNER

- **MANITOBA INFRASTRUCTURE** (subconsultant to WSP)
  - **PROJECT COST**
    - Original / Final
  - **PROJECT SCHEDULE**
    - Anticipated Start / End
    - Actual Start / End
  - **REFERENCES**
    - Reference #1: Richard Tebinka • t: (204) 272-2003
    - Reference #2: Jim Lukashenko • t: (204) 272-2023

#### ITC PROJECT – WILLIAM R. CLEMENT PARKWAY EXTENSION

**PROJECT DESCRIPTION & ROLE**

This project investigated the extension of the William R. Clement Parkway from Grant Avenue to McGillivray Boulevard. The study included functional and preliminary design for Phase I (from Grant Avenue to an extension of Sterling Lyon Parkway) and functional design for the balance of the project.

**NOTES**

- Noise Möller (noise monitoring, and noise assessment, and mitigation strategies, general project monitoring)

#### CLIENT / OWNER

- **City of Winnipeg** (subconsultant to WSP)
  - **PROJECT COST**
    - Original / Final
The options developed underwent traffic operations analysis, traffic signal warrant analysis, and traffic simulation modelling, and were evaluated based on a variety of criteria including traffic accommodation, safety, and requirements, environmental impact, property impacts, cost, staging, accommodation for dog parks, etc. Based on the results of the analysis, the recommended options were designed to the preliminary design stage. The study also included an investigation of potential pairs and ride locations and ensured that design accommodated transit needs. ITC prepared noise forecasts and mitigation strategies.

<table>
<thead>
<tr>
<th>Role</th>
<th>Environmental Noise Monitoring and Assessment</th>
<th>Noise Mitigation Design</th>
</tr>
</thead>
</table>

### TABLE C7 | FIRST PERSON STRATEGIES – SUBCONSULTANT

Based in Winnipeg, First Person Strategies (FPS) leverages front line experience navigating high profile, high stakes issues to help organizations improve outcomes with stakeholders, and keep pace with the expectations of an increasingly informed media and public. FPS combines strategic insights gained from navigating tough public issues with a background in professional writing, publishing, facilitation, stakeholder relations and social media. As a result, we've developed a robust toolkit of fully managed, innovative, customizable, and battle tested tactics to successfully engage and communicate with stakeholders and the public and support project success: interactive platforms, social media campaigns, story telling, video, photo voice, pop-ups, advisory committee and workshop facilitation, community competitions and more.

### FPS PROJECT – ARLINGTON STREET BRIDGE OVER THE CPR YARDS REPLACEMENT PRELIMINARY DESIGN

**PROJECT DESCRIPTION & ROLE**

The century old Arlington Bridge is nearing the end of its useful life and must be replaced. The preliminary design seeks to build on the work done in the functional design but challenge the outcomes to ensure the City is proceeding in the best and most efficient way. Design includes the bridge itself, and the Arlington Street corridor from McDermot to Selkirk. Key aspects of the design where public and stakeholder input is being sought includes use of surplus lands, public art and heritage considerations, safety, and key connections / roadways to and from corridor for all modes.

FPS is the "Public" lead for a team led by Stantec for the preliminary design of a new Arlington Street Bridge. This high profile project bears direct relevance and similarity to the preliminary design of Route 90 widening - property impacts, multiple stakeholders, including a significant requirement for Indigenous and property owner engagement; project advisory committee; a sophisticated communications strategy to manage the high-profile and potentially controversial nature of the project; and a need to build on (not duplicate) public engagement completed in previous phases.

<table>
<thead>
<tr>
<th>Role</th>
<th>Communications and Public Engagement Expert</th>
</tr>
</thead>
</table>

### FPS PROJECT – SOUTHWEST RAPID TRANSITWAY (STAGE 1) & PEMBINA HIGHWAY UNDERPASS

**PROJECT DESCRIPTION & ROLE**

FPS is the communications and public engagement expert on a team led by Plenary Group for the design and construction of this high profile public-private partnership (PPP) project. The project will help accommodate anticipated population growth in southwest Winnipeg that is expected to increase.

<table>
<thead>
<tr>
<th>Role</th>
<th>Communications and Public Engagement Expert</th>
</tr>
</thead>
</table>
increase traffic on Pembina Highway by 40% by 2030. It includes the design and construction of Stage 2 of the transitway (7.6 km), addition of active transport infrastructure, temporary and permanent road improvements, and connections to key destinations (University of Manitoba and Investors Group Field). These features and others (e.g. sound wall, access issues, high-profile property requirements (Kappey Barracks for Route 90, Parker Lands for Rapid Trans) and a significant requirement for engaging stakeholders, bear direct relevance to the preliminary design of the Route 90 widening.

Scope of work for this complex, high-profile project included development of a comprehensive communications plan for effective engagement with the public, stakeholders, relevant City departments, and media on a range of considerations, stakeholder communication strategy, delivery of annual public information sessions, and updates to the project webpage. FPS was the Public Engagement Expert and Advisor on a multidisciplinary study team led by WSP for the City's downtown walk bike projects in 2015 and 2016. Downtown active transportation projects are controversial and high-profile, and FPS's strategy included engagement and relationship building with a variety of stakeholders, interests and impacts, and proactive tactics to address previous concerns from the Mayor's Office and key stakeholders and ensure a robust, defensible engagement process. This included innovative tactics (e.g. some of the first pop-up engagement events ever conducted by the City), multiple, and carefully documented attempts to engage top-tier stakeholders directly along affected routes; a sophisticated communications strategy to manage the high profile and potentially controversial nature of the project; and a substantial reporting component on the engagement process and results.

Downtown Road Safety Audit

Undertake design safety audits for a series of bicycle facilities including:
- Keewatin Street: Burrows Avenue to Inkster Boulevard, bi-directional pathway
- McDermot Avenue: Arlington Street to Furry Street, protected bike lanes (bi-directional bike facility adjacent to one-way roadway)
- Sherbrook Street: Cumberland Avenue to McDermot Avenue, protected bike lane (northbound)
- Transcona Trail Extension: Panatella Road (north of Mission Street) to Regent Avenue West (east of Pegasus Street) running adjacent to CN and CEMR rail lines, multi-use pathway

TABLE C8 | WATT CONSULTING GROUP – SUBCONSULTANT

Watt Consulting Group Ltd. has provided innovative transportation planning and engineering services to Canadian communities for over 30 years. Our offices in Calgary, Edmonton, Lloydminster, Victoria, the Lower Mainland and the Okanagan consist of a mix of engineers, planners, and technical staff operating in a collaborative working environment. Watt Consulting Group is employee owned and operated, making our ownership team personally involved with our clients and their projects. Our teams work to understand the local community we work with to create site specific solutions that fit with the local environment.

We strive to integrate sustainability, health, and equity into all projects, and are regarded for action-oriented outcomes that lead communities on a path to positive change. Our areas of expertise include transportation planning and engineering for corridors and networks, traffic safety, bicycle corridor and network design, pedestrian facilities, signal timing plans, streetscape and complete street design, railway crossings, network analysis, traffic operations, and traffic management during construction. We are constantly striving to provide each client with the highest level of technical and professional service.
WATT PROJECT – 2015 WALK BIKE PROJECTS: DOWNTOWN BIKE LANE SYSTEM; WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR

PROJECT DESCRIPTION & ROLE
Provided bicycle design guidance for a number of configurations and route alignment options, including geometric requirements, pavement markings, and signalization considerations (including bicycle signals). Accommodation of pedestrians, transit, accessible parking, loading zones, motor vehicles, and driveways were all incorporated. Key conflict zones were identified and addressed, as well as connections to other bikeway facilities. We also assessed and ranked the various options using evaluation criteria that included safety, pedestrian and cycling environment, vehicular operations (by mode, including parking), and construction and maintenance. The review resulted in the identification of preferred configurations and alignments, along with key geometric and traffic control characteristics for the routes.

PROJECT COST

PROJECT SCHEDULE
Anticipated Start / End

REFERENCES

WATT PROJECT – PANDORA TWO-WAY CYCLE TRACK

PROJECT DESCRIPTION & ROLE
Development of preliminary and detailed design drawings for the City's first two-way cycle track facility. Design assessment included reviewing Dutch junctions, raised cycle tracks, types of separation, and width of the cycle track. Roadway capacity, bus stop locations and facilities were also assessed to provide a balance for all users along the corridor including parking.
Following the assessment of design features, the City determined that the key features to suit the community included a physical separation at bus stops, near intersections and painted buffers between the cycle track and parking. Landscaping and beautification elements were added where possible through the addition of significant bicycle parking, trees, and sidewalk patterns. To provide protection for cyclists at the seven signalized intersections along the corridor, bicycle signals will be designed to be added along with protected right-turn signals to separate right turning vehicles from through bicycles on the cycle track. Bicycle boxes will be provided for southbound bicycles on the north-south roads.

PROJECT COST

PROJECT SCHEDULE
Anticipated Start / End

REFERENCES

TABLE C9 | PROBE RESEARCH INC. – SUBCONSULTANT

Probe Research Inc. is a dynamic market and public opinion research firm committed to providing accurate and reliable professional research services. Whether you are involved in business, government or non-profit organizations, our research experts can provide you with scientifically based information to guide you and your organization. Our goal is to help our customers make better decisions based on verifiable facts and to be able to:

- Understand even the most subtle characteristics of their marketplace, including market size and competitive opportunities.
- Provide guidance and direction for the development of policies, products and services.
- Monitor shifts in key public or consumer attitudes on products, brands and services.
- Steer clear of potential disasters, including communications failures and expensive business mistakes.
- Identify key concerns of potential voters on behalf of political parties. We offer unmatched quality in research consulting services by providing accurate and insightful research, at affordable rates in a timely manner. This combination of objective, flexibility, cost-effectiveness and timeliness sets Probe Research in a class by itself.

Probe Research assisted WSP with the 2012 Route 50 Preliminary Design Study, conducting statistically significant surveys for different focus areas regarding the proposed transportation improvements.

PR PROJECT – DANIEL MCGINTY WARD RECREATION NEEDS STUDY

18(1)(b), 18(1)(c)(i)
SECTION E
PROJECT UNDERSTANDING & METHODOLOGY
SECTION E – PROJECT UNDERSTANDING & METHODOLOGY

5.1  PROJECT UNDERSTANDING

5.1.1  PROJECT BACKGROUND

18(1)(b), 18(1)(c)(i)
5.1.2 PROJECT ISSUES & CONSIDERATIONS

18(1)(b), 18(1)(c)(i)
### TABLE E2 | Route 90 Engagement Goals

<table>
<thead>
<tr>
<th>ROUTE 90 ENGAGEMENT GOALS</th>
<th>OUR STRATEGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broad awareness of the project, and its importance</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Meaningful information</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Representative participation and a demonstrated diversity of voices</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Multiple, convenient ways to participate</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Respectful, transparent dialogue</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
</tbody>
</table>

### TABLE E3 | Route 90 Success Factors

<table>
<thead>
<tr>
<th>ROUTE 90 SUCCESS FACTORS</th>
<th>OUR PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal alignment on engagement needs and strategy</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Nimble internal processes responsive to emerging issues</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Establish credibility for process and resulting design with key stakeholders, influencers</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Accountability to input received</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
<tr>
<td>Honest, strong stakeholder relationships that set the stage for future projects</td>
<td>18(1)(b), 18(1)(c)(i)</td>
</tr>
</tbody>
</table>
A. Recommended Active Transportation Facilities of the 2012 Study

B. Pedestrian and Cycling Strategies
Recommendations overlaid on the 2012 Study Recommendations
5.1.3 POSSIBLE GEOMETRIC & STRUCTURAL IMPROVEMENTS

18(1)(b), 18(1)(c)(i)
5.2 METHODOLOGY

5.2.1 PROJECT INITIATION

18(1)(b), 18(1)(c)(i)
FIGURE E9 | CONCEPTUAL PROJECT WORKFLOW

18(1)(b), 18(1)(c)(i)
5.2.2 FUNCTIONAL DESIGN

18(1)(b), 18(1)(c)(i)
18(1)(b), 18(1)(c)(i)
18(1)(b), 18(1)(c)(l)
5.2.3 PRELIMINARY DESIGN

18(1)(b), 18(1)(c)(i)
18(1)(b), 18(1)(c)(l)
18(1)(b), 18(1)(c)(i)
5.3 DELIVERABLES

5.4 KEY MEETINGS
5.5 ASSUMPTIONS

5.6 CITY REQUIREMENTS

The following activities and services to be provided by the City have been identified:

- The City will provide background information within two weeks of receiving the initial data request.
- The City will conduct any identified required additional traffic counts.
- The City’s review period for technical materials will be two weeks.
- The City’s review period for public engagement materials will be four weeks.
- A City point person will coordinate all required City reviews and approvals, with one round of edits and changes.
- The City will coordinate advertising booking and one registered mail to landowners.
- The City will ensure that the independent road safety audit will be completed within one month.
- The City will provide traffic control for the under-bridge crane.

5.7 TEAM MEMBER AVAILABILITY

Table E10 lists the percent of available time (%AT) and percent of time to be dedicated to the Project (%DP) for each team member identified in Form P: Person Hours.

5.8 FORM P: PERSON-HOURS

Table E11 shows Form B: Person Hours which provides a detailed breakdown of the hourly rates and estimated time for each individual and each task. The table also includes Type 1 and Type 2 disbursements; however, Type 2 disbursements have not been included in the Fee proposal.
SECTION F – PROJECT SCHEDULE

Our proposed schedule is based on the stated award date of August 31, 2017 and submission of the final preliminary design report by August 31, 2017. Based on the information in the RFP, we have developed a draft work breakdown structure and schedule for the project shown in Figure F1. Upon award of the contract, one of the first tasks will be to review the schedule with the City and develop it in more detail. This will include detailing the required review time of documentation for the City team. As a result of this meeting, the WSP Project Team will then create a master project schedule that captures the needed activities using Microsoft Project (MS Project) – a tool that breaks down the project into manageable sub-entities, and communicates timing and interdependency of all tasks to project participants. It identifies and will be used to track milestones and performance indicators, as well as target dates for the preparation, submission, review, and adjustment of all project deliverables. It will also be used to guide the analysis of risk associated with critical project stages.

Once reviewed and approved, the master project schedule will become the baseline against which we will track progress on the project. Progress will be obtained every two weeks for project controls and earned value purposes; however, the schedule will be updated monthly. The schedule is a critical reference document and is often the focus of Project Team meetings and monthly status reports. The WSP Project Team will monitor deviations from the schedule and recommend potential alternatives (such as additional resources, sequencing, methods of production and implementation, or fast-track alternatives) to accelerate delivery and minimize schedule impacts without increasing costs unnecessarily.

Actual progress can differ from the planned progress for many reasons. The Discipline Leads are responsible for identifying the causes of schedule deviation and trends at the task level and for correcting the deviations. Deviations that are beyond a Discipline Lead’s capabilities to resolve will be brought to the WSP Project Manager’s attention. Changes to the schedule will be formally requested using the internal Scope Change Request Form.

SECTION G – PROJECT MANAGEMENT & QUALITY CONTROL / ASSURANCE

18(1)(b), 18(1)(c)(i)
18(1)(b), 18(1)(c)(i)
**TABLE C1 | WSP PROPOSANT**

WSP provides clients with comprehensive engineering, planning, geomatics, and program/project management services across a broad range of market sectors. With strong client relationships and solid industry knowledge, we help our clients capitalize on opportunities, understand and address challenges, identify and manage risks, and navigate relevant regulatory systems.

Our Winnipeg offices have over 170 employees consisting of project managers, engineers, planners, technicians, and support staff who provide planning, design, and construction administration services for public and private sector clients. Our client relationships are built on strong technical expertise, innovative solutions, and the delivery of quality projects on time and within budget.

WSP is known for its leading professional services providing integrated solutions across multiple disciplines. WSP has been providing professional services to the Canadian public sector for over 20 years and has been involved in some of the most significant projects across the country.

**WP PROJECT ROUTE 90 PRELIMINARY DESIGN & PUBLIC CONSULTATION STUDY. TAYLOR AVENUE TO NERV AVENUE**

**PROJECT DESCRIPTION & ROLE**

The City retained a multidisciplinary study team led by WSP (MWM Group) to provide preliminary design and public engagement services for Route 90 (Kennedy Boulevard) from Hayven Avenue to Taylor Avenue. The project explored options to widen the existing four-lane divided roadway to six lanes to better accommodate current and forecast traffic volumes and to recommend a preferred design option based on technical merits, environmental considerations, and public feedback. The study considered improvements for all modes of transportation, including transit, pedestrian/bicycle facilities, and cycling movements. Some of the issues addressed during the study included short-cuts between Kennedy Boulevard and Wellington Crescent, and the West Wehrley neighbourhood and between Route 90 and Portage Avenue, and an improved connection for eastbound Portal traffic to Route 90 and St. James Street. The study also involved extensive public consultation, including a website, stakeholder meetings, open houses, and public presentations.

**WSP PROJECT MARION STREET WIDENING & GRADE SEPARATION**

**PROJECT DESCRIPTION & ROLE**

WSP led a multidisciplinary team to investigate options for a continuous six-lane divided Route 119 from Rue Des Moutons to the Dugald Road overpass, including a grade separation of the CPR track. Marion Street is a major east-west corridor that combines local and commuter use with truck traffic, and provides access to and from downtown Winnipeg. Marion Street experiences peak period traffic congestion in part due to delays at the Marion Street/Archibald Street intersection caused by geometric deficiencies, and due to low traffic at the Marion Street at-grade crossing of the CPR rail. The study considered improvements for all modes of transportation, to improve traffic flow, and to reduce conflicts at the intersection.

**WSP PROJECT SEASONS OF TUXEDO SHOPPING CENTRE DEVELOPMENT**

**PROJECT DESCRIPTION & ROLE**

WSP assisted the joint-venture developers with the functional planning and site design for the development of a new regional shopping centre that consists of several large retail stores, including IKEA and an outlet mall. WSP was involved at all stages of the project, from the initial site planning to detailed design and construction. A major component of the project included the widening of Kennedy Boulevard (Taylors south to Lawson) from four lanes to six lanes, the widening of Stirling Street from two lanes to four lanes, and significant intersection improvements at Stirling Street and Kennedy Boulevard. A number of WSP staff that are included in this proposal worked on this study and/or have worked on projects for other developments within the Greater Tuxedo area. These WSP staff are very familiar with the study area and have a good understanding of the stakeholders' and potential design issues that will need to be considered as part of this study. Other key components of the project included...
WSP PROJECT PORT MANN / HIGHWAY 1 IMPROVEMENT

PROJECT DESCRIPTION & ROLE

The Port Mann / Highway 1 project was a major upgrade to B.C.'s Lower Mainland transportation network and included a new Fraser River crossing and upgrades/widening to 37 km of highway. As part of this work, eight existing bridges and six existing retaining walls were identified for rehabilitation and functional upgrades to accommodate one additional traffic lane in each direction. All construction was to be completed without any day-time lane closures. WSP (MANN Group) joined venture with Hack Macdonald, Inc. to design and deliver the projects, which once complete, contribute to the overall cost of the project.

The cost of the project included widening 37 km of freeway, which involves laying 1,500,000 m³ of new pavement and 800,000 m³ of overlying, upgrading 11 major freeway interchanges, replacing 38 freeway bridges and rehabilitating a further eight bridges, construction of over 200 lightweight fill embankments, and more than 80 retaining walls, as well as the construction of over 200 culverts and 750,000 m³ of ground improvements. These are also environmental compensation works, hundreds of utility relocations and adjustments, and signage and lighting works. All of this project activity occurred between the Alex Fraser and 33rd Street in Langley, which is the most congested element of Highway 1 in British Columbia.

The project required a complete redesign of the complex Capilano Interchange at the west end of the Port Mann Bridge to simplify the interchange and improve safety and efficiency for all traffic movements. Key success factors addressed include: soft soaks where settlement and seismic induced liquefaction were mitigated, the design of the entire alignment within a three-dimensional digital model, and the completion of the design within budget and ahead of the construction schedule.

One unique aspect to the project was the need to design a complex urban environment. The project was not only the busiest highway corridor in BC, but also one of its most dense urban transportation networks. Over 125,000 vehicles use Highway 1 across the Fraser River each day. The project traversed network links and municipal crossings, as well as multiple railway and public transit lines. This network, composed corridor runs parallel to and regularly intersects every utility, electrical, lighting fibre optic, gas, oil drainage, and municipal services. The project's success required an integrated and collaborative approach between the design teams, the BPR and project stakeholders. Each of the more than 100 individual utility relocations and protection designs required proactive design communication. With limited lane closures and low tolerance for public delay, the project called for over 340 traffic diversions. The design and construction teams worked closely to develop innovative staging concepts that used temporary structures and re-purposed existing components through construction. Designated team members for our current proposal were involved in the Port Mann project.

REFERENCES

Reference #1
Edmund Lee, PE
Tel: +1 778 945 6053

Reference #2
Gerry Fleming
Tel: +1 604 315 1174

Awards include: 2013 BC Deputy Minister's Consulting Engineers Award 2014 - Excellence in Design and Construction Preparation, Roads; 2014 Consulting Engineer of the Year; Columbia Institution Governor's Award for Excellence, 2014 Consulting Engineer of the Year, As Well as Excellence, Transportation & Bridges.

WSP PROJECT AGASSIZ ROSEDALE BRIDGE & ROSEDALE OVERHEAD

PROJECT DESCRIPTION & ROLE

WSP’s Vancouver Office was retained by BC MoT to complete functional preliminary, and detailed design for the rehabilitation, seismic retrofit, and widening to the Agassiz-Rosedale Bridge and the Rosedale Overhead. These two bridges are key elements of the Highway 9 link across the Fraser River, connecting the TransCanada and Lougheed Highways in the heart of Fraser Valley east of Metro Vancouver. The proposed functional improvements include deepening existing clearance, adding sidewalks for pedestrians and new traffic barriers. The Agassiz Rosedale Bridge (classified as a “Left In” bridge, which need to be seismicically upgraded in accordance with the new CSA 56-14 bridge code. Designated team members for our current proposal were involved in the Agassiz-Rosedale project.

REFERENCES

Reference #1
Bill Fyffe
Tel: +1 (604) 537 3270

Reference #2
Valerie Fahl
Tel: +1 (778) 945 6071

TABLE C2 | KGS GROUP CONSULTING ENGINEERS - SUBCONTRACTANT
### TABLE C3 | HTC PLANNING & DESIGN – SUBCONSULTANT

HTC is the largest landscape architecture and planning firm in Manitoba, delivering innovative solutions since its inception in 1990. With over 30 professionals, HTC has the resources to meet aggressive deadlines, and address a broad range of landscape and urban design issues. HTC has extensive experience in the design and planning of large-scale transportation, greenway, and walkway projects in Winnipeg and other centres, with specific expertise in walkable communities, accessible landscape design, public communications, Crime Prevention Through Environmental Design (CPTED) and Complete Streets. Listed below are HTC’s project examples which demonstrate their recent experience on similar projects.

HTC worked with WFF on the 2013 Route 90 Preliminary Design Study and are therefore familiar with the landscape design/public realm components of the project. HTC also assisted with the public engagement, including producing renderings for use at public events.

<table>
<thead>
<tr>
<th>YEAR ESTABLISHED</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARTNERSHIP, CORPORATE, ETC.</td>
<td>Corporation</td>
</tr>
<tr>
<td>ANNUAL AVERAGE VOLUME OF WORK</td>
<td>10</td>
</tr>
<tr>
<td>TOTAL STAFF</td>
<td>30</td>
</tr>
<tr>
<td>HEAD / LOCAL OFFICE</td>
<td>500-115 Bannatyne Avenue East</td>
</tr>
</tbody>
</table>
**HTC PROJECT DISRAELI CORRIDOR REHABILITATION & PRELIMINARY DESIGN**

- **PROJECT DESCRIPTION & ROLE**: The project examined options to rehabilitate the Disraeli bridge and corridor extending from Main Street to Hespeler Avenue, with an emphasis on reinstating the River Trails and Elginwood communities, and improved pedestrian and cycling facilities.
- **HTC's RESPONSIBILITIES**: Included visual assessment, an accessibility audit, and preliminary design of streetscapes, bridge sidewalks, architectural features, pedestrian links, lighting, and plantings. HTC was an active participant in all stakeholder and open house events, and was retained to prepare key open house graphics and presentation drawings describing a variety of bridge cross section alternatives.

**REFERENCES**
- **Reference #1**: Brad Niesnick + (204) 986-7969
- **Reference #2**: Darren Surrey + (204) 986-5109

**HTC PROJECT MARION STREET WIDENING & GRADE SEPARATION**

- **PROJECT DESCRIPTION & ROLE**: See Table C1 for project description.
- **HTC's SERVICES**: Included feasibility analysis and assessment of demand and costs, open house planning, walk/bike planning, generation of alternative routes and weighing and application of evaluation criteria. Work included preliminary design drawings and descriptions to illustrate the landscape architectural treatment of streetscapes, road intersections, walk/bike facilities, crossings, and streetlighting.

**REFERENCES**
- **Reference #1**: Luk Escobar + (204) 986-5165
- **Reference #2**: Scott Sutherland + (204) 986-8963

**HTC PROJECT PROVENCHER PAIRED BRIDGES PROJECT**

- **PROJECT DESCRIPTION & ROLE**: The reconstruction of the Provencher Bridge was a contentious, politically-charged project that required the design team to satisfy multiple factions, and anticipate urban redevelopment directions within the rapidly transforming civic and commercial districts. HTC worked with the engineering team to ensure alignment and connection of the bridge crossings and was retained to prepare key open house graphics and presentation drawings describing a variety of design options.

**REFERENCES**
- **Reference #1**: Brad Niesnick + (204) 986-7969
- **Reference #2**: Paul Jordan + (204) 987-4312

**TABLE C4 | FAITHFUL+GOULD – SUBCONSULTANT**

Faithful+Gould is a wholly-owned subsidiary of W.S. Atkins plc, which in turn is owned by SNC-Lavalin. Faithful+Gould operates as an independent entity under Atkins Worldwide as a whole. We have been providing quality services to clients across various markets for nearly 70 years. Our integrated project and program management services help clients across every sector, in every part of the world. Faithful+Gould has performed over 700 Value Engineering (VE) studies over the last 30 years. Listed below are Faithful+Gould’s project examples which demonstrate their recent experience on similar projects.
### F+G Project: Chief Peguis Trail Extension

**Project Description & Role:**
Project involved an independent technical review of plans submitted by the consultant team for the extension of Chief Peguis Trail from Main Street to Brookside Boulevard. This included a review of the roadway geometrics, traffic operations, transportation forecasts, bridge structures at the two interchanges, environmental assessment, and noise forecasts and mitigation strategies. Functional and preliminary design plans were prepared, with a value engineering and risk management workshop after completion of the functional design.

**Client/Owner:** City of Winnipeg (subconsultant to WSP)

**Project Cost:**
- Original: $41,560
- Final: $40,100

**Project Schedule:**
- Anticipated Start/End: May 2017 / June 2017 (F+G Scope)
- Actual Start/End: May 2017 / June 2017 (F+G Scope)

**References:**
- Reference #1: Scott Suderman (t: 204) 986-6963
- Reference #2: Blake Kibbins (t: [REDACTED])

### F+G Project: William R. Clement Parkway Extension

**Project Description & Role:**
Project investigated the extension of William R. Clement from Grant to McGillivray, and Sterling Lyon from east of McCreary to west of Charleswood. The options underwent traffic operations analysis, traffic signal warrant analysis, and traffic simulation modeling, and were evaluated based on criteria including traffic accommodation, safety, land requirements, environmental impact, property impacts, cost, staging, etc. Grade separation options were also developed. The recommended options were designed to the functional and preliminary design level, with a value engineering workshop after completion of the functional design.

**Client/Owner:** City of Winnipeg (subconsultant to WSP)

**Project Cost:**
- Original: $27,700
- Final: $27,700

**Project Schedule:**
- Anticipated Start/End: May 2016 / June 2016 (F+G Scope)
- Actual Start/End: May 2016 / June 2016 (F+G Scope)

**References:**
- Reference #1: Shiva Rastakadeh (t: 204) 986-6963
- Reference #2: Scott Suderman (t: [REDACTED])

### F+G Project: Highway 400, from Highway 89 to Junction of Highway 11

**Project Description & Role:**
VE Study on the widening of Highway 400 along a 30 km section from 1 km south of Highway 89 to the junction at Highway 11. The purpose of the project was to address traffic operations, capacity, and safety needs of Highway 400 within the Town of Innisfil, City of Barrie, and Township of Springwater, in the County of Simcoe.

**Client/Owner:** Ministry of Transportation, Ontario (subconsultant to WSP)

**Project Cost:**
- Original: $25,500
- Final: $25,500

**Project Schedule:**
- Anticipated Start/End: September 2016 / October 2016 (F+G Scope)
- Actual Start/End: September 2016 / October 2016 (F+G Scope)

**References:**
- Reference #1: Rob Vandenberg (t: [REDACTED]) 235-5483
- Reference #2: Peter Dorton (t: [REDACTED]) 235-4280

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**Table C5: Barnes & Duncan – Subconsultant**

[Table content is obscured, likely due to redaction or image quality issues.]

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**Proposal for Professional Consulting Services for Preliminary Design of Route 95 Widening Between Taylor Avenue and Ards Avenue**

**Location:**
Taylor Avenue and Ards Avenue

**Scale:**
1:200

**Client:**
City of Winnipeg (subconsultant to WSP)

**Scope:**
- Preliminary Design
- Traffic Operations Analysis
- Transportation Forecasting
- Environmental Assessment
- Noise Forecasting

**Duration:**
- Anticipated Start: May 2017
- Anticipated End: June 2017

**Contractor:**
Barnes & Duncan (subconsultant to WSP)

**Contact:**
Peter Dorton (t: [REDACTED]) 235-4280

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**Additional Information:**
- Value Engineering Workshop after Completion of Functional Design
- Grade Separation Options Developed
- Safety, Land Requirements, Environmental Impact Considered
### TABLE C6 | INDUSTRIAL TECHNOLOGY CENTRE – SUBCONSULTANT

ITC was established in 1979 and has been a Special Operating Agency of the Province of Manitoba since 1996. ITC provides services that contribute to technology-based economic development for the benefit of Manitoba. ITC is Standards Council of Canada-accredited, ISO 9001 registered, and CEGAS certified. ITC’s annual average volume of work in engineering is $0.9M (over 90% is $2M) and has a total of 38 staff. With over 33 years’ experience, ITC provides engineering, technical, advisory, and information services in many sectors, including aerospace, transportation, health, energy, environment, general manufacturing, architecture, and construction. For each project example provided, specific similarities to the Route 90 Widening Project include:

- The noise assessment mapped current traffic patterns and associated traffic-induced noise surrounding current transportation routes. Changes to the roadways and projected increased traffic levels were introduced, and the increases in noise level were mapped. Possible mitigation for noise increases were investigated and compared, and noise and rail noise surrounding current transportation routes.

- Current noise levels were measured and existing noise sources through the primarily residential neighborhood were determined. Existing residences and noise sources, including traffic and rail generated noise were delivered to and compared to measured noise values. The design for the roadway extension was integrated into the model and the resulting noise levels were mapped. Mitigation measures were modelled and the resultant sound levels were calculated.

<table>
<thead>
<tr>
<th>YEAR ESTABLISHED</th>
<th>1979 – Special Operating Agency in 1986</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARTNERSHIP, CORPORATE, ETC.</td>
<td>Special Operating Agency of the Province of Manitoba Engineering (51M this year), wholly company (52M) Engineering (7), ITC (18)</td>
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<tr>
<td>ANNUAL AVERAGE VOLUME OF WORK</td>
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</tr>
<tr>
<td>TOTAL STAFF</td>
<td></td>
</tr>
<tr>
<td>HEAD OFFICE</td>
<td></td>
</tr>
<tr>
<td>ADDRESS</td>
<td>200 - 79 Innovation Drive</td>
</tr>
<tr>
<td>CITY/POSTAL CODE</td>
<td>Winnipeg, MB R2T 6C2</td>
</tr>
<tr>
<td>PHONE</td>
<td>(204) 460-3333 • (204) 460-3317</td>
</tr>
</tbody>
</table>

#### ITC PROJECT: PTH 59 / PTH 101 & PTH 59 / PPR 202 INTERCHANGE & RELATED ROADWAY UPGRADES

**PROJECT DESCRIPTION & ROLE:**
This project involves the functional design of an interchange at PTH 59 / PTH 101, an AT grade separated crossing of PTH 101 at the Gateway–Kildonan corridor, and an upgraded intersection at PTH 59 / PPR 202. WSP prepared a functional design report and was subsequently retained to act as Owner’s Engineer. ITC prepared noise forecasts and mitigation strategies.

- Noise: Environmental Noise Monitoring and Assessment, Noise Mitigation Design, Ground Vibration Monitoring

<table>
<thead>
<tr>
<th>CLIENT / OWNER</th>
<th>Manitoba Infrastructure (subconsultant to WSP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT COST</td>
<td>Original / Final</td>
</tr>
<tr>
<td>PROJECT SCHEDULE</td>
<td>Anticipated Start / End</td>
</tr>
</tbody>
</table>
| REFERENCES | Reference #1
- Richard Tobinck
  +1: (204) 272-2003 |
| Reference #2 | I. Lukashenko
  +1: (204) 272-3025 |

#### ITC PROJECT: WILLIAM R. CLEMENT PARKWAY EXTENSION

**PROJECT DESCRIPTION & ROLE:**
This project investigated the extension of the William R. Clement Parkway from Grant Avenue to McGillivary Boulevard. The study included functional and preliminary design for Phase I (from Grant Avenue to an extension of Sterling Lyon Parkway) and functional design for the balance of Phase II.

<table>
<thead>
<tr>
<th>CLIENT / OWNER</th>
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</tr>
</thead>
<tbody>
<tr>
<td>PROJECT COST</td>
<td>Original / Final</td>
</tr>
</tbody>
</table>
TABLE C7 | FIRST PERSON STRATEGIES – SUBCONSULTANT

Based in Winnipeg, First Person Strategies (FPS) leverages front line experience navigating high profile, high stakes issues to help organizations improve outcomes with stakeholders, and keep pace with the expectations of an increasingly informed media and public. FPS combines strategic insights gleaned from navigating tough public issues with a background in professional writing, publishing, facilitation, stakeholder relations and social media. As a result, we’ve developed a robust toolkit of fully managed, innovative, customizable, and battle-tested tactics to successfully engage and communicate with stakeholders and the public and support project success: interactive platforms, social media campaigns, storytelling, video, photo, voice, pop-ups, advisory committees, and workshop facilitation, community competitions and more.

FPS is recognized as a Bench marble for the 2015 "Organization of the Year Award" from IAAP Canada. This award recognizes the application of the IAAP holistic values in all aspects of an organization and how they are enhanced into meaningful, знает linked to public participation.

FSP PROJECT | ARLETON STREET BRIDGE OVER THE CPR YARDS REPLACEMENT PRELIMINARY DESIGN

The century old Arlington Bridge is nearing the end of its useful end and must be replaced. The preliminary design seeks to build on the work done in the functional design but challenges the outcomes to ensure the City is proceeding in the best and most efficient way. Design includes the bridge itself, and the Arlington Street corridor from McDermott to Selkirk. Key aspects of the design where public and stakeholder input is being sought includes use of surplus lands, public art and heritage considerations, safety, and key connections / networks so as to and from corridor for all modes.

FPS is the "Public" lead for a team led by Stantec for the preliminary design of a new Arlington Street Bridge. This high profile project bears direct relevance and similarity to the preliminary design of Route 90 widening – property impacts, multiple stakeholders, including a significant requirement for indigenous and property owner engagement; project advisory committee; a sophisticated communications strategy to manage the high profile, potentially high profile, and potentially controversial nature of the project; and a need to build on (not duplicate) public engagement completed in previous phases.

FSP PROJECT | SOUTHWEST RAPID TRANSITWAY (STAGE 2) & PEMBINA HIGHWAY UNDERPASS

FPS is the Communications and Public Engagement Support on a team led by Foresight Group for the design and construction of this high profile public-private partnership (PPP) project. The project will help accommodate anticipated population growth in southwest Winnipeg and is expected to
increase traffic on Pembina Highway by 40% by 2030. It includes the design and construction of Stage 2 of the transitway (7.6 km), addition of active transportation infrastructure, renewal and expansion of the Pembina Highway Underpass, and connections to key destinations (University of Manitoba and Investors Group Field). These features and others (e.g., sound wall, access issues, high-profile property requirements [Kaping Barracks for Route 56], Porter lands for Rapid Transit) and a significant requirement for ongoing stakeholder relations, bear direct relevance to the preliminary design of the Route 60 widening.

Scope of work for this complex, high-profile project included development of a comprehensive communications plan for effective team communication with the public, stakeholders, relevant City departments, and media on a range of considerations, stakeholder communication strategy, delivery of annual public information sessions, and updates to the project website.

Role | Facilitate for bi-monthly community liaison meetings, provide ongoing communication and engagement strategy, and routinely contact to support greater public understanding of the benefits of the project, and localized construction impacts. Therefore, the information provided is specific to the location of the project.

FPS PROJECT — FPS — DOWNTOWN PROTECTED BIKE LANE SYSTEM

PROJECT DESCRIPTION & ROLE

Fort / Garry Preliminary Neighborhood Consultation (516-3013): FPS was the Public Engagement Expert and Advisor on a multidisciplinary study team led by WSP for the City's downtown walk/bike projects in 2015 and 2016. Downtown active transportation projects are controversial and high-profile, and FPS strategy included engagement and relationship building with a variety of stakeholders, interests and impacts, and proactive tactics to address new concerns from the Mayor's Office and key stakeholders and conduct a robust, defensible engagement process. This included innovative tactics (e.g., some of the first pop-up engagement events ever conducted by the City) multiple, and carefully documented attempts to engage local stakeholders directly along affected routes; a sophisticated communications strategy to manage the high-profile and potentially controversial nature of the project; and a substantial reporting component on the engagement process and results.

Downtown Pavement Renewals, Protected Bike Lanes & Streetcaching Construction (515-2143). Subsequently, FPS was the Public Communications Lead on the Preliminary and Detailed Design, Contract Administration, and Post Construction Services for the resulting construction project. Completing the new downtown bike lane will include a full renewal of Garry Street, Motte Avenue, and upgrades on Princess and Arthur Street that will be completed in phases. Construction will take place from 2017 through the 2020 construction season. Scope of work included a continued focus on proactive, regularly scheduled stakeholder communications to address potential questions and concerns and mitigate associated risks to schedule and budget.

Role | Advise on equitable engagement strategy, key messaging, develop consent, and contribute to a robust engagement activation. FPS was the point of contact for engagement activities in this project. FPS was the point person for engagement activities related to the project, and FPS was responsible for managing and delivering the accessibility and public communications and the development of key messages and communications materials.

TABLE C8 | WATT CONSULTING GROUP — SUBCONSULTANT

Watt Consulting Group Ltd. has provided innovative transportation planning and engineering services to Canadian communities for over 30 years. Our offices in Calgary, Edmonton, Lloydsminster, Victoria, the Lower Mainland and the Okanagan consist of a mix of engineers, planners, and technical staff operating in a collaborative working environment. Watt Consulting Group is employee owned and operates, making our ownership team personally aligned with our clients and their projects. Our team works to understand the local communities we work with to create site-specific solutions that fit with the local environment.

We strive to integrate sustainability, health, and equity into all projects, and are regarded for action-oriented outcomes that lead communities on a path to positive change. Our areas of expertise include transportation planning and engineering for urban and rural networks, traffic safety, bicycle corridor and network design, pedestrian facilities, signal timing plans, streetscape, and complete street design, traffic analysis, transit operations, and traffic management during construction. We are currently striving to provide each client with the highest level of technical and professional service.

WATT PROJECT | WINNIPEG ROAD SAFETY AUDIT

PROJECT DESCRIPTION & ROLE

Undertake design safety audits for a series of bike facilities including:

- 16th Street: Intersection on 20th Avenue / 20th Street Boulevard, bi-directional
- McDermott Avenue: Arlington Street to Junction Street, protected bike lanes (bi-directional facility adjacent to one-way roadway)
- Sherbrook Street: Cumberland Avenue to McDermott Avenue, protected bike lane (northbound)
- Transcona Trail Extension: Elm Drive (north of Mission Street) to Varsity Avenue West (east of Pembina Street), running adjacent to CN and CENR rail lines, multi-use pathway

CLIENT / OWNER

City of Winnipeg

PROJECT COST

Actual Start / End

PROJECT SCHEDULE

Anticipated Start / End

REFERENCES

Reference #1

Reference #2

City of Winnipeg

Original / Final


WATT PROJECT 2015 WALK BIKE PROJECTS: DOWNTOWN BIKE LANE SYSTEM; WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR

PROJECT DESCRIPTION & ROLE: Provided bicycle design guidance for a number of configurations and route alignment options, including geometric requirements, pavement markings, and signalization considerations (including bicycle signals). Accommodation for pedestrians, transit, accessible parking, loading, zones, motor vehicles, and driveways were all incorporated. Key conflict zones were identified and addressed, as well as connections to other bikeway facilities. We also assessed and ranked the various options using evaluation criteria that included safety, pedestrian and cycling environment, vehicular operations (by mode, including parking), and construction and maintenance. The review included the identification of preferred configurations and alignments, along with key geometric and traffic control characteristics for the routes.

Role: Cycling Expert - Design, Peer Review.

WATT PROJECT PANDORA TWO WAY CYCLE TRACK

PROJECT DESCRIPTION & ROLE: Development of preliminary and detailed design drawings for the City's first two-way cycle track facility. Design assessment included reviewing Dutch junctions, raised cycle tracks, types of separation, and width of the cycle track. Roadway capacity, bus stop locations and facilities were also assessed to provide a balance for all users along the corridor including parking.

Following the assessment of design features, the City determined that the key features to suit the community included a physical separation at bus stops, near intersections and painted buffers between the cycle track and parking. Landscaping and beautification elements were added where possible through the addition of significant bicycle parking, trees, and sidewalk patterns. To provide protection for cyclists at the seven signalized intersections along the corridor, bicycle signals will be designed to be added along with protected right turn signals to separate right turning vehicles from through bicycles on the cycle track. Bicycle boxes will be provided for southbound bicycles on the north-south road.

Role: Design Group, Traffic, Infrastructure Services, Project Management.

TABLE C9 | PROBE RESEARCH INC. – SUBCONSULTANT

Probe Research Inc. is a dynamic market and public opinion research firm committed to providing accurate and reliable professional research services. Whether you are involved in business, government or non-profit organizations, our research experts can provide you with scientifically based information to guide you and your organization. Our goals to help our customers make better decisions based on verifiable facts and to be able to:
- Understand even the most subtle characteristics of their market, including market size and competitive opportunities.
- Receive guidance and direction for the development of policies, products and services.
- Monitor shifts in key public or consumer attitudes on products, brands and services.
- Steer clear of potential disasters, including communications failures and expensive business mistakes.

Probe is a non-partisan research company that does not conduct polls on behalf of political parties. We offer unmatched quality in research consulting services by providing accurate and insightful research, at affordable rates in a timely manner. This combination of objectivity, flexibility, cost-effectiveness and timeliness sets Probe Research in a class by itself.

Probe Research assisted WSP with the 2012 Route 30 Preliminary Design Study, conducting statistically significant surveys for different focus areas regarding the proposed transportation improvements.

PR PROJECT – DANIEL MCINTYRE WARD RECREATION NEEDS STUDY

[Breakdown of survey results and findings]