

## APPENDIX B – PROJECT LOCATIONS AND TECHNICAL SCOPING

The “Additional Information” provided within the following tables relative to specific Project Packages and/or Project Locations contain specific information or issues, known to exist on Site at the time of issuance of this Request for Proposal. This information is not meant to be exhaustive and not meant to take the place of investigations and due diligence required of the Proponent. Further information regarding treatment definitions can be found here: <https://winnipeg.ca/publicworks/construction/roadway/roadRenewalDefinitions.stm#undefined>

The specific utility and agency coordination identified below notwithstanding, the successful Consultant(s) will be required to investigate and coordinate any utility requirements of the Project. All reconstructions to include long side water service insulation protection. Construction adjacent schools will be avoided during the school year where possible, and otherwise coordinated with the respective school division.

Any project with railway crossing within or adjacent to their limits must have work coordinated with the respective rail authority.

| Regional Streets Package 23-C-03                      |             |                                       |                      |         |             |                    |
|---|-------------|---------------------------------------|----------------------|---------|-------------|--------------------|
| File No.  | Package No. | Location                              | Treatment            | Notes   | Const. Est. | Project Budget     |
| 23-C-03   | 526-2022.1  | Sargent Av - Edmonton St/Balmoral St  | Reconstruction       | 1,2,5   | \$1,186,500 | \$1,695,000        |
| 23-C-03   | 526-2022.1  | Sargent Av - Balmoral St/Furby St     | Minor Rehabilitation | 1,3,4,5 | \$595,000   | \$850,000          |
| 23-C-03   | 526-2022.1  | Edmonton St - Cumberland Av/Ellice Av | Minor Rehabilitation | 1,5,6   | \$353,500   | \$505,000          |
| 23-C-03   | 526-2022.1  | Logan Av - Disraeli Fr/Main St        | Reconstruction       | 6,8,9   | \$1,610,000 | \$2,300,000        |
| <b>Total Regional Streets Package 23-C-03 Budget:</b> |             |                                       |                      |         |             | <b>\$5,350,000</b> |

| Additional Information:  |  |  |  |  |  |
|--|--|--|--|--|--|
| <b>Assume 70 Working Days to Substantial Performance</b>   |  |  |  |  |  |
| <ol style="list-style-type: none"> <li>1 Inclusion of hard scaping to remove empty tree vaults</li> <li>2 Coordination required with Transportation Division to propose a curb bumpout on NE corner of Balmoral St and Sargent Av intersection</li> <li>3 Coordination required with Water &amp; Waste Department to confirm completion of 2021 sewer work</li> <li>4 Coordination required with Transportation Division to propose improvements such as curb bumpouts at pedestrian corridor and bus stop locations</li> <li>5 <del>TMP2050 to relocate this AT segment so it is no longer adjacent to Sargent as shown in 2015 PCS. No AT component is expected, confirm with Transportation Division</del><br/> Consultant to coordinate with Transportation Division and complete Functional Design for separated bike lanes from Maryland St to Edmonton St. The bike lanes will be designed to connect with existing painted bike lanes on Sherbrook St and Maryland St to the west and consider implications if these painted bike lanes were upgraded to separated facilities. The bike lanes will be designed to directly connect into Central Park to the east. Consider and recommend any signal phasing enhancements at all signalized intersections. Upon completion of Functional Design, the Consultant and City will determine how to best impliment recommendations into proposed construction work.</li> <li>6 Coordination required with Traffic Signals for the adjustment of the pedestrian corridors and traffic signals as required</li> <li>7 Coordination required with Transportation Division to propose radius improvements at Edmonton St and Qu'Appelle Av intersection</li> <li>8 Evaluate need for overhead lane designation sign for EB Logan to Disraeli. Additional fees will be negotiated if any recommendations from the review require additional design</li> <li>9 Coordination required with Transportation Division to propose radius improvements at Logan Av and Martha St intersection to reduce pedestrian crossing distances</li> </ol> |  |  |  |  |  |

| Regional Streets Package 23-C-04                      |             |   |                      |             |             |                    |
|---|-------------|---|----------------------|-------------|-------------|--------------------|
| File No.  | Package No. | Location                                    | Treatment            | Notes       | Const. Est. | Project Budget     |
| 23-C-04   | 526-2022.2  | Dakota St - St Mary's Rd/Bishop Grandin Bv  | Major Rehabilitation | 1,2,3,4,5   | \$1,540,000 | \$2,200,000        |
| 23-C-04   | 526-2022.2  | Lagimodiere Bv NB - Fermor Av/Cottonwood Bv | Major Rehabilitation | 2,5,6,7,8,9 | \$1,750,000 | \$2,500,000        |
| <b>Total Regional Streets Package 23-C-04 Budget:</b> |             |   |                      |             |             | <b>\$4,700,000</b> |

| Additional Information:   |  |  |  |  |  |
|---|--|--|--|--|--|
| <b>Assume 50 Working Days to Substantial Performance</b>  |  |  |  |  |  |
| <ol style="list-style-type: none"> <li>1 Aqueduct and feeder main crossing at Bishop Grandin Bv</li> <li>2 Coordination required with Transportation Division for channelization improvements and storage lane requirements</li> <li>3 Coordinate required with Transportation Division for alignment improvements to the Bishop Grandin Greenway path at NW corner of Dakota St and Bishop Grandin Bv intersection<br/> Coordination required with Transportation Division and Property, Planning and Development to modify the existing access management (approaches and median openings) to the properties including but not limited to: Manitoba Hydro's property on the west side on Dakota St, median access opening 85m east of St. Mary's Rd, and the west most approach to 1077 St Mary's Rd. Consultant to conduct traffic study for median opening Access at 85 m east of St. Mary's Road</li> <li>5 Coordination required with Traffic Signals for the adjustment of pedestrian corridors and traffic signals as required</li> <li>6 Aqueduct crossing at Fermor Av and in W ROW of Lagimodiere Bv</li> <li>7 Coordination required with Transit to remove or relocate stop 50100 Northbound Lagimoidere Bv at Fermor Av</li> <li>8 Coordination required with Transportation Division for right turn channel setbacks and improved pedestrian connectivity at Lagimodiere Bv and Paterson St intersection</li> <li>9 TMP2050 is planned to relocate this AT segment so it is no longer adjacent to Lagimodiere as shown in 2015 PCS. No AT component is expected, confirm with Transportation Division</li> </ol> |  |  |  |  |  |

| <b>Regional Streets Package 23-C-05</b>               |                    |   |                  |              |                    |                       |
|---|--------------------|---|------------------|--------------|--------------------|-----------------------|
| <b>File No.</b>                                       | <b>Package No.</b> | <b>Location</b>                         | <b>Treatment</b> | <b>Notes</b> | <b>Const. Est.</b> | <b>Project Budget</b> |
| 23-C-05   | 526-2022.3         | Warde Av - St Mary's Rd/Dakota St       | Rehabilitation   | 1,2,3,4      | \$2,170,301        | \$3,100,430           |
| 23-C-05   | 526-2022.3         | Pandora Av E - Wayoata St/Ravenhurst St | Rehabilitation   | 3,5,6        | \$1,631,357        | \$2,330,510           |
| <b>Total Regional Streets Package 23-C-05 Budget:</b> |                    |   |                  |              |                    | <b>\$5,430,940</b>    |

**Additional Information:**

***Assume 70 Working Days to Substantial Performance***

- 1 Feeder main crossing at Paddington Rd
- 2 Coordination required with Traffic Signals for the adjustment of pedestrian corridors and traffic signals as required
- 3 Coordination required with Transportation Division and Transit for stop relocations and transit platform upgrades
- 4 Coordination required with Transportation Division intersection improvements at St Mary's Rd and Warde Av such as a slotted left turn lane for WBL Warde Av to St Mary's Av
- 5 ~~Feeder main crossing at Paddington Rd~~
- 6 Design to include sidewalk on the southside of Pandora Av, confirm with Transportation Division during design phase