

WELCOME!

SOUTHWEST RAPID TRANSIT (STAGE 2) **PUBLIC INFORMATION SESSION**

TUESDAY JULY 19, 2016
4:00 PM TO 7:00 PM

- WELCOME TO THE SOUTHWEST TRANSITWAY (STAGE 2) PUBLIC INFORMATION SESSION
- PROJECT REPRESENTATIVES ARE AVAILABLE TO ANSWER QUESTIONS OR DISCUSS ISSUES OR CONCERNS WITH YOU



SOUTHWEST RAPID TRANSIT (STAGE 2) AND PEMBINA HIGHWAY UNDERPASS

PROJECT BACKGROUND

The Southwest Rapid Transitway (Stage 2) Project is comprised of significant infrastructure components in the southwest quadrant of the city, including:

- The completion of Stage 2 of the Southwest Transitway
- The addition of active transportation infrastructure
- The renewal and expansion of the Pembina Underpass, and connections to the University of Manitoba and Investors Group Field

Once completed, the project improvements will create a more sustainable and integrated manner. Construction is expected to begin in summer 2016, with completion in late 2019. Transit operations on the new transitway are expected to begin in April 2020, following a period of testing and commissioning.

PROCUREMENT PROCESS

The Southwest Rapid Transitway (Stage 2) Project is a Public-Private Partnership (PPP) between the City of Winnipeg and Plenary Roads Winnipeg. One of the benefits of the innovative PPP model is that in addition to the City's experienced staff, it brings external engineering and contractor experience to the project. This combination of expertise represents the best mix available to generate the optimal solution for this key piece of Winnipeg's transportation infrastructure.

The Southwest Rapid Transitway (Phase 2) Project follows the "design-build, finance-maintain" (DBFM) model, which means Plenary Roads Winnipeg is responsible for financing, design, construction and maintenance costs over the term of the contract. The City, with contributing funding from the Governments of Canada and Manitoba, will make a commissioning payment and then annual performance based service payments to Plenary.



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WHO IS PLENARY ROADS WINNIPEG?

Plenary Roads Winnipeg (PRW) is the design and construction consortium responsible for building and maintaining the new Southwest Transitway. The Plenary Roads Winnipeg team consists of the Plenary Group (Canada) Ltd., PCL Constructors Canada Inc., Morrison Hershfield, Tetra Tech, and Hatch. PRW brings together partners who are residents of Winnipeg, and who share a passion to deliver this important project for the people of Winnipeg. The team has global and local experience.



Plenary Group, as the 100% equity provider and long term asset manager, specializes in Canadian P3 infrastructure projects. Plenary Group's business is based on successful partnerships, a focus on project delivery and active commitment over the long term. Plenary Group has offices in Toronto, Vancouver, and Edmonton and is a leading developer and operator of P3 projects. Plenary Group features specialist design and construction, asset management and finance personnel and has as its sole focus the delivery of the Southwest Rapid Transitway (Stage 2) Project on time and on budget and its successful operations and maintenance over the 30 year operating term.



PCL Constructors Canada Inc. is a member of the PCL family of companies, Canada's leading construction contractor and one of North America's largest construction providers. With operations based in Winnipeg since 1963, PCL is a locally based contractor with extensive knowledge of the Winnipeg construction industry. Local PCL Projects include:

- Disraeli Bridges Project
- PTH 59 South Bridge Replacement and Associated Roadwork
- Kenaston Underpass
- CNR Redditt Railroad Bridge
- Red River Floodway Outlet Control Structure
- North Perimeter Highway over Henderson Highway and the Red River (East and West)
- Main Street Bridge (south bound)
- Norwood Bridge (north bound)



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PLENARY ROADS WINNIPEG DESIGN INNOVATIONS

(THE FOLLOWING INNOVATIONS HAVE BEEN PROPOSED AND ARE DIFFERENT FROM THE PREVIOUS DESIGN IN THE FUNCTIONAL STUDY)

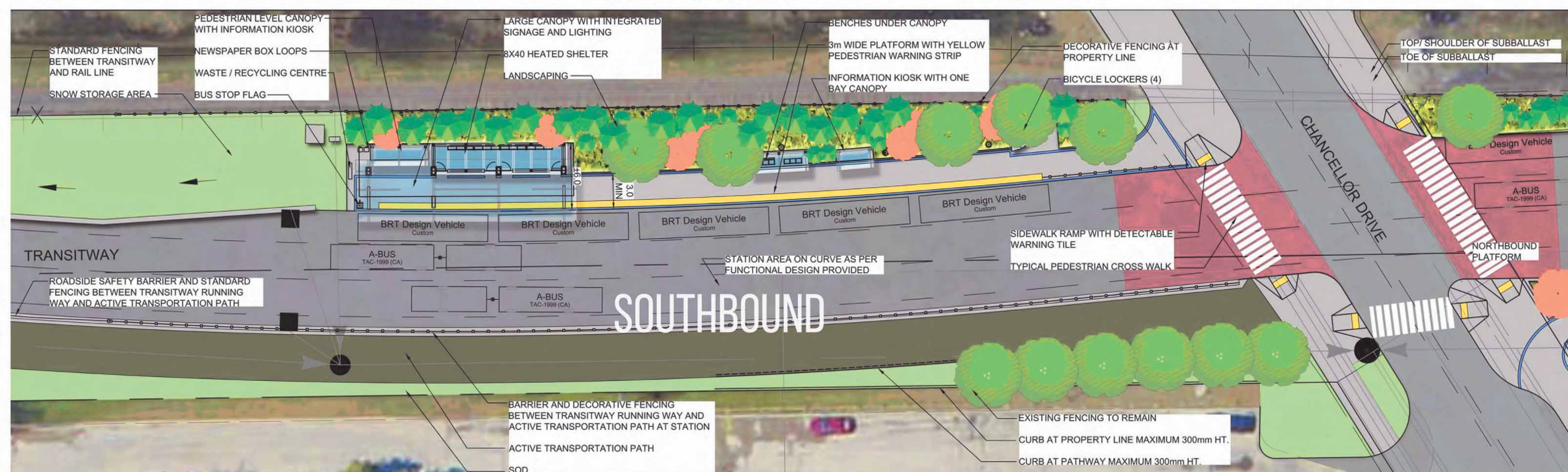
- **Overpass of the Letellier Subdivision and Industrial Spurs**
 - o PRW proposes to span overtop of the rail tracks compared to using a tunnel
- **Re-use of the existing CNR Bridge over Bishop Grandin**
 - o The functional plan called for the demolition of the rail bridge to make room for the combined AT and Transitway Bridge. PRW has proposed to move the AT pathway to the west of the existing rail bridge. There is only room for a separate Transitway bridge to the east of the existing rail bridge
- **Route the AT Pathway to avoid the requirement for a tunnel through the Jubilee**
 - o PRW has shifted the alignment of the Transitway to accommodate placing the AT pathway adjacent to the Jubilee Ramp rather than having to construct the tunnel

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CHANCELLOR STATION

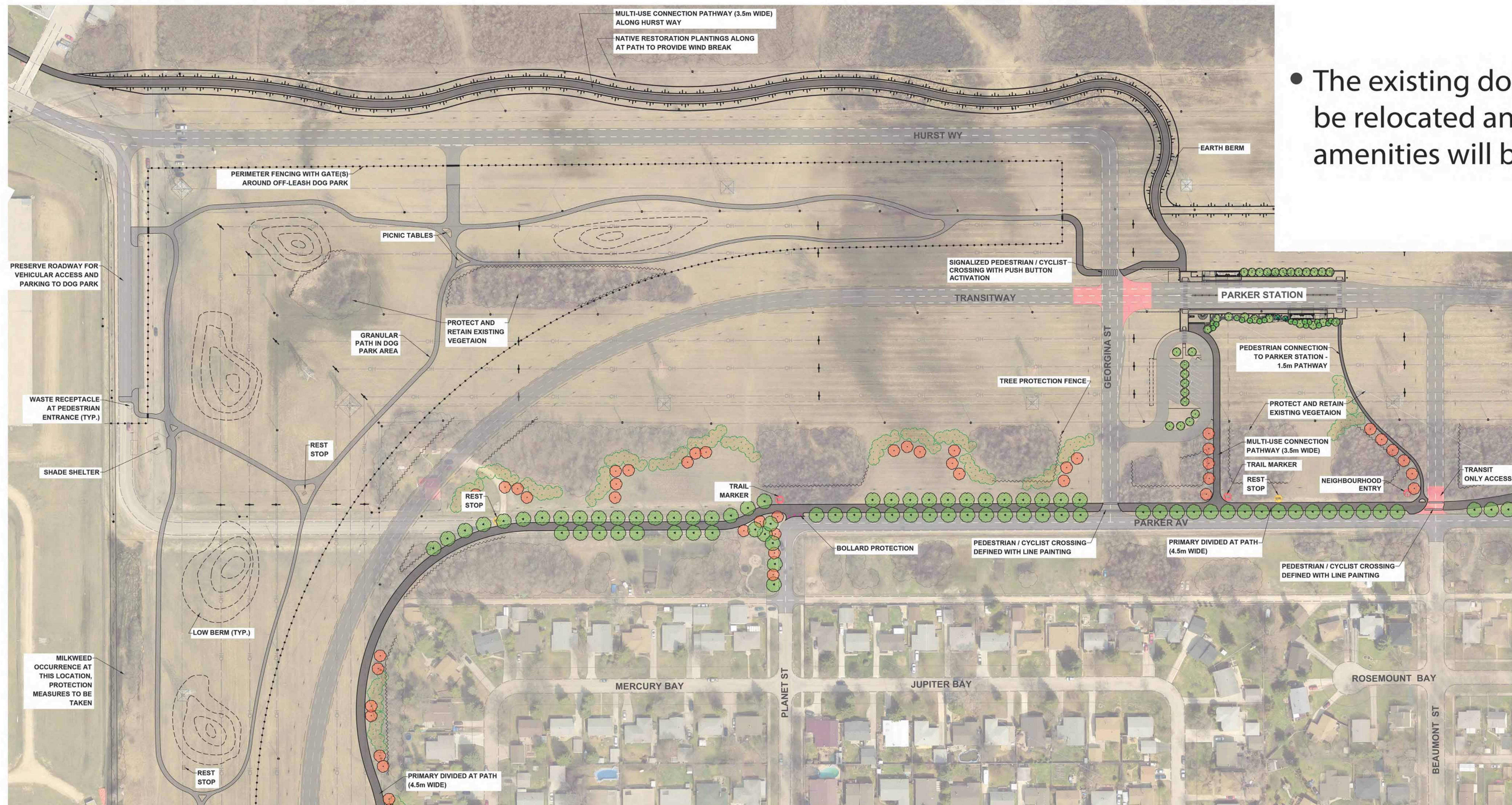


NORTHBOUND PLATFORM



- This is a 'split' station due to the narrowness of the right of way

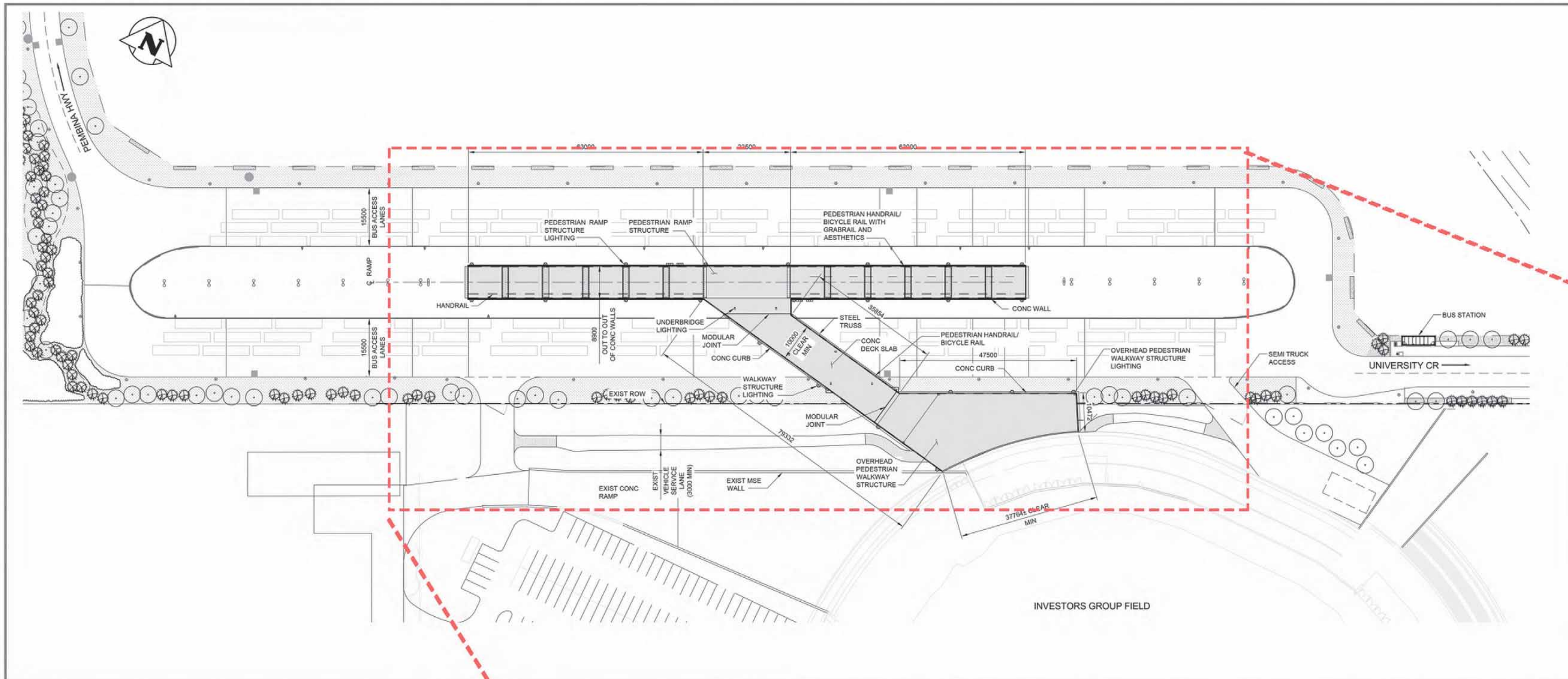
BRENDA LEIPSIC DOG PARK



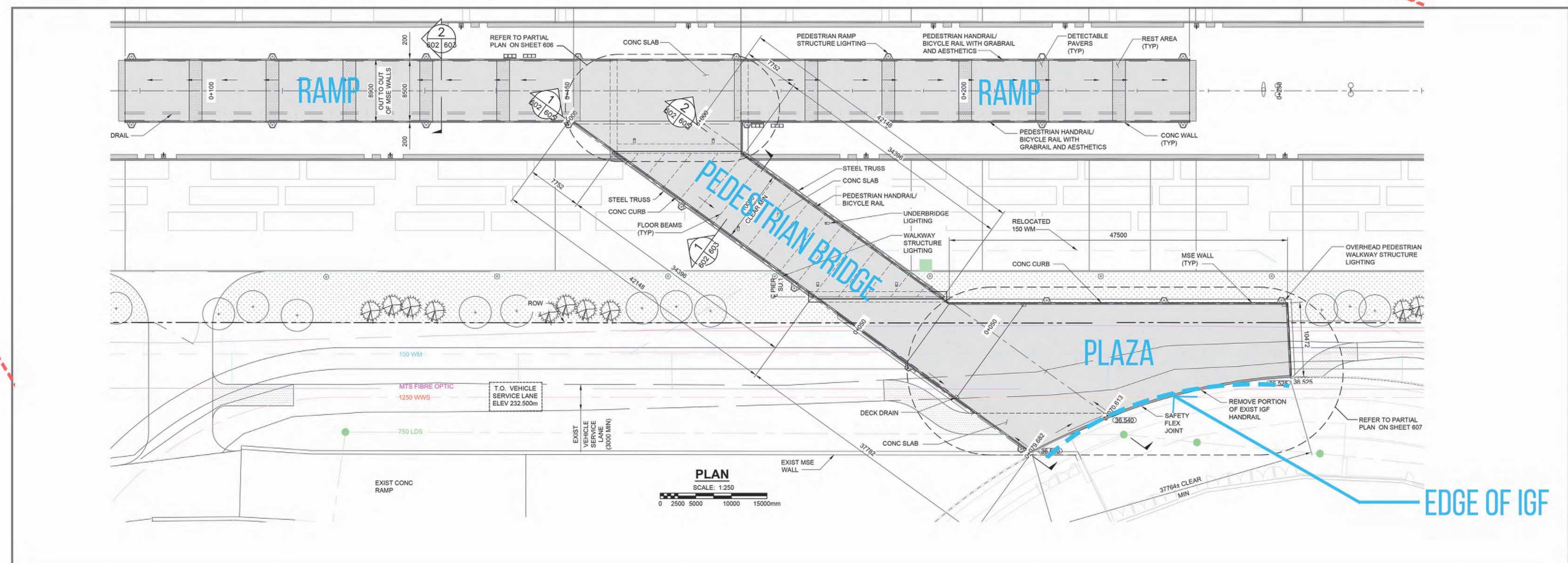
- The existing dog park will be relocated and new amenities will be added

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IGF STADIUM ACCESS RAMP

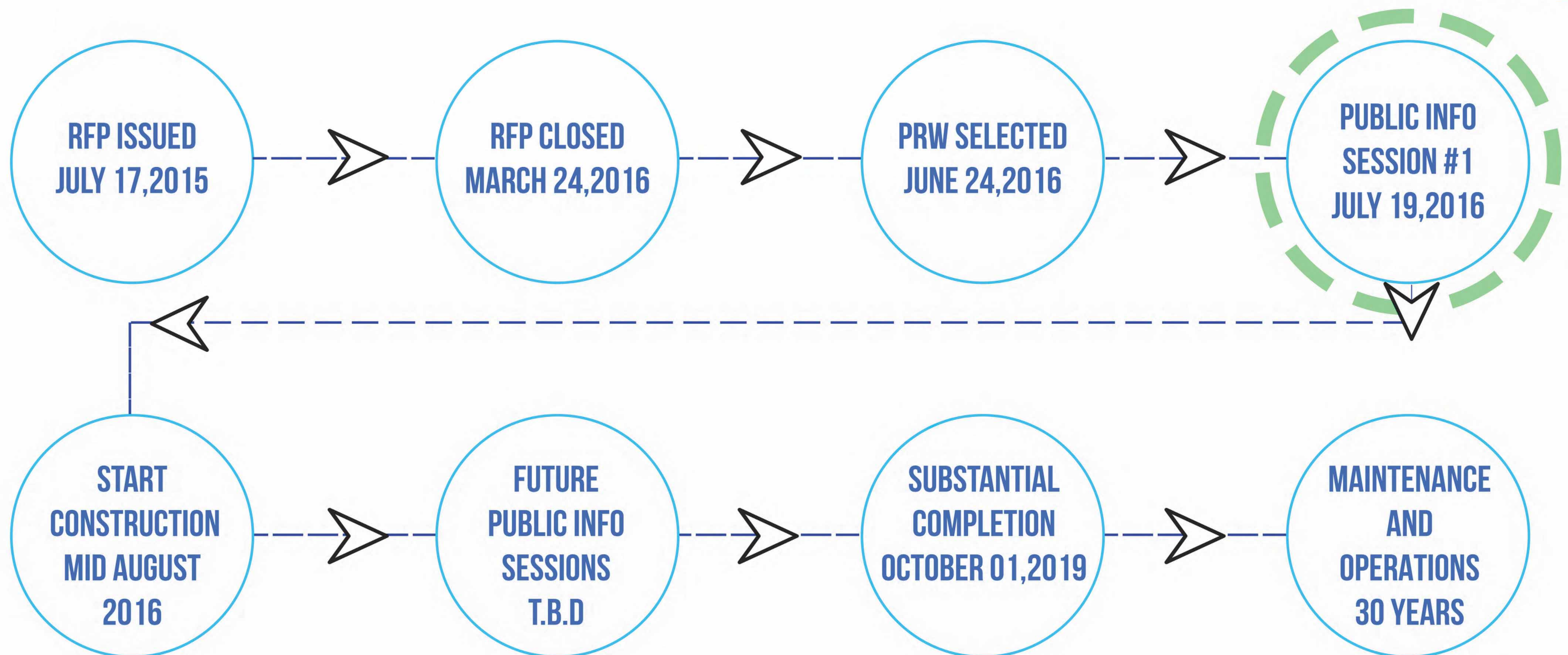


- A pedestrian ramp and bridge will provide safe access from IGF to the new bus loop



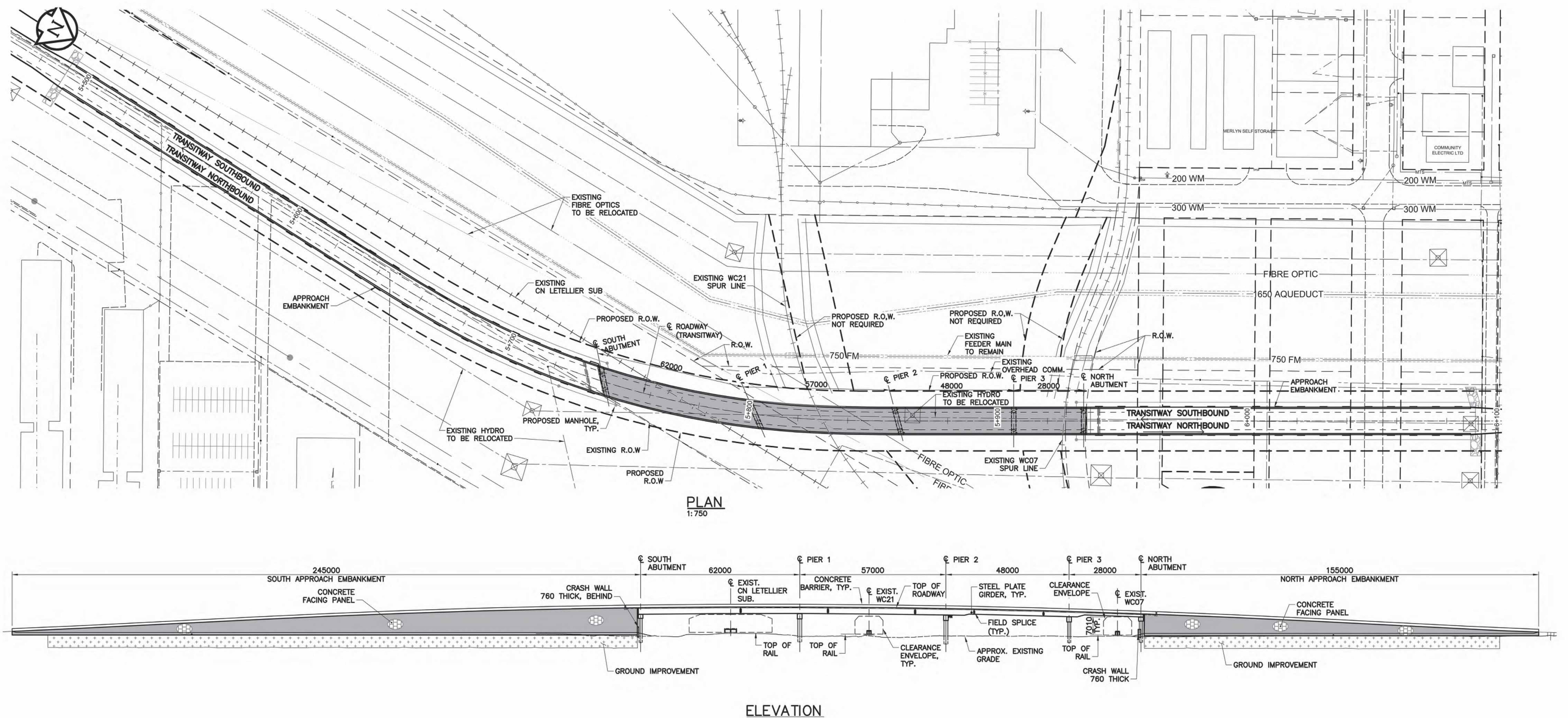
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TIMELINE



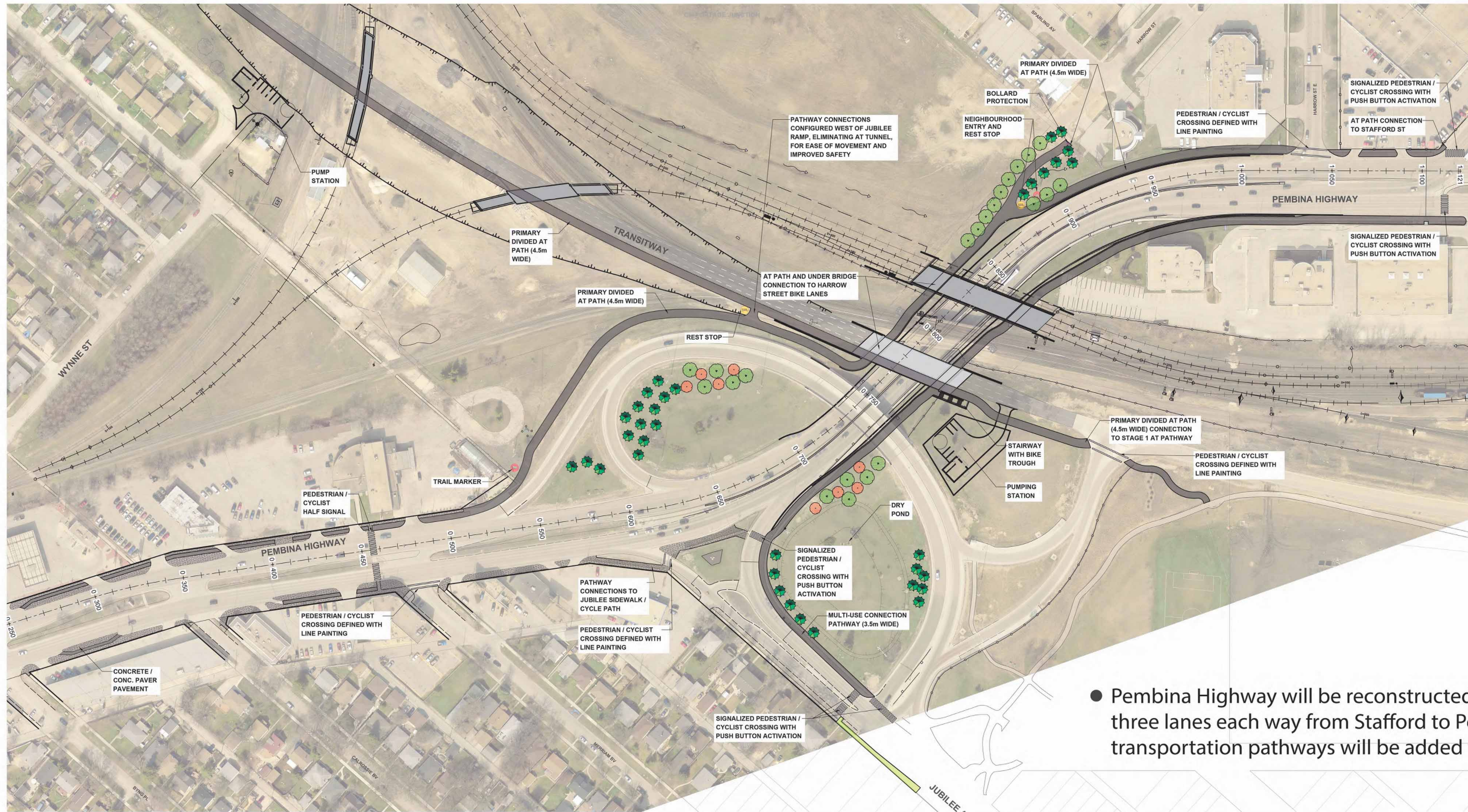
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TRANSITWAY OVERPASS OF CNR LETELLIER



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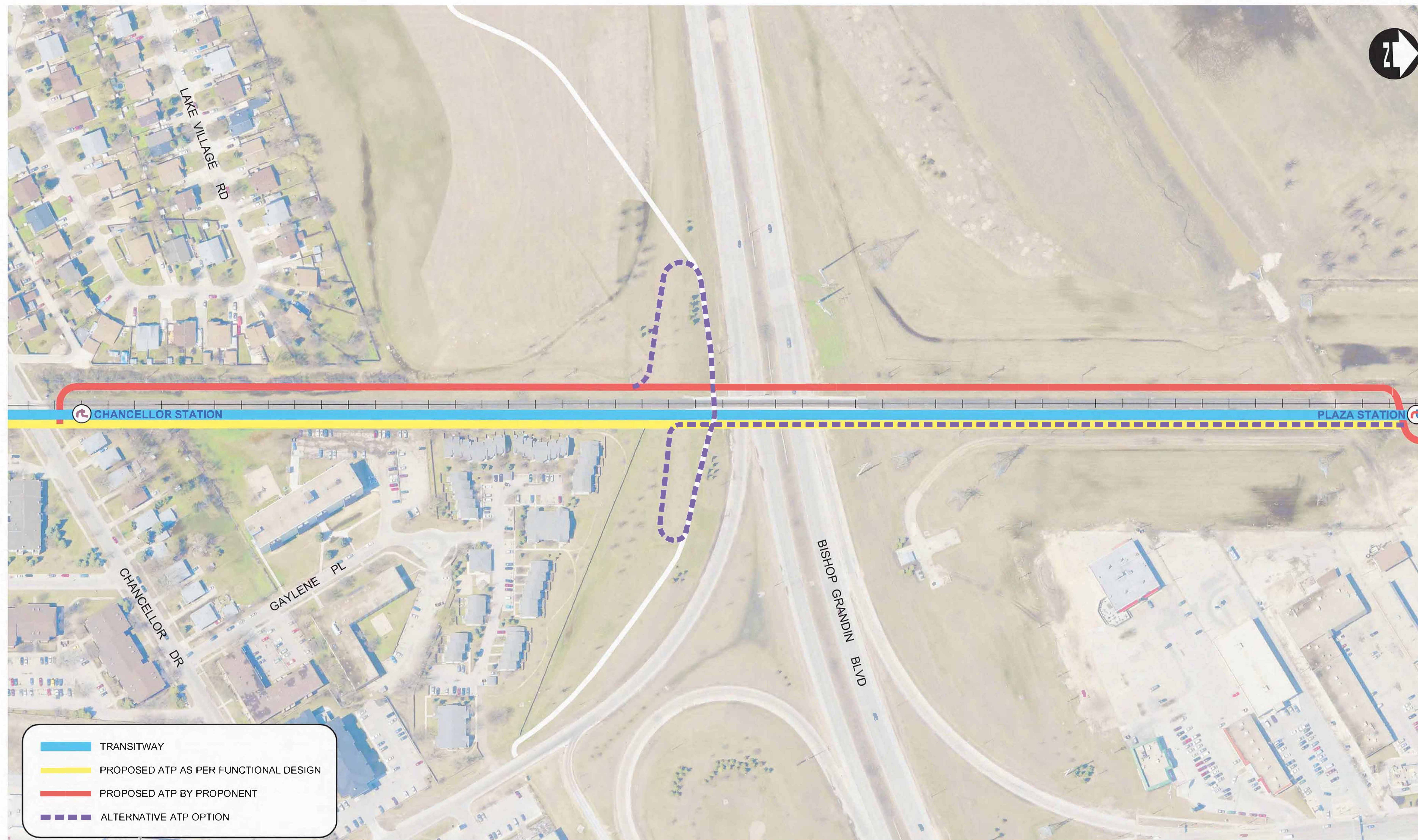
PEMBINA HIGHWAY UNDERPASS (PHU)



- Pembina Highway will be reconstructed and widened to three lanes each way from Stafford to Point Road. New active transportation pathways will be added to the underpass

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ACTIVE TRANSPORTATION OPTIONS OVER BISHOP GRANDIN



- Proposed ATP as per functional design would require that the existing CNR bridge be demolished and replaced
- To save the existing CNR bridge, PRW proposes to locate the AT pathway to the west
- An alternative to the proposed PRW solution may be to route the ATP to the east side at Bishop Grandin

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PLAZA STATION PLAN

