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_ ID	Description	PA reference	Transit Next Persons
	Description		Transit Next Response
	TNext proposal page 1.1-22 states that TNext will "conduct a walkthrough of the	Project Agreement Article 16	
	existing line with the City representatives prior to the shutdown, ensuring the condition		
	of assets is as anticipated and capturing any concerns". Please provide confirmation		
	that Transit Next understands that the proposed walkthrough and exercise to "capture		
	concerns" cannot alter Project Co's obligations under the Project Agreement with		
	respect to the condition of Existing Trillium Assets.		
	TNext proposal page 2.4-18 states "We will however require further information on the		
	vehicle metrics to confirm the vertical gap can be met at the Alstom LINT door		
	threshold". TNext proposal page 2.6-7 states "TransitNEXT understands that the City is		
	actively trying to obtain the documentation from Alstom". Please provide confirmation		
	that TNext understands that no further of any nature information whatsoever from the		
	City is forthcoming as it relates to the Alstom Vehicle Fleet and that TNext must meet all requirements of the Project Agreement.		
	an requirements of the Project Agreement.		
	Confirm TNext's program with respect to capital and / or lifecycle upgrades to the	15-3 Appendix B Table 6.3; 15-3	
	Rideau River Bridge to operate safely and achieve the required handback requirements	Appendix C Table 2.1	
	for that structure. The background information includes numerous certified reports		
	which indicate that short term rehabilitation is required to the superstructure.		
4	TNext to confirm the nature and details of the precise signaling system to be	RFP Schedule 3-1 Article 2.3 c requires	
	implemented.	the proposed S&TCS "solution"	
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5	TNext to confirm the understanding of the maintenance requirements that take place	15-2 Part 1 Article 2.1 b; 15-2 Part 1	
	after financial close and prior to revenue servicespecifically in respect of the following:	Article 5.2 d	
	- Maintenance of track between Greenboro and NRC spur after taking possession /		
	occupancy of this section of track		
	- Operation and maintenance of VIA diamond after May 2020 prior to decommissioning		
	of signals and equipment		
	- Operation and maintenance of Walkley interlocking after May 2020 prior to handover		
	of operations to the City; maintenance obligation remains in place and regular CN		
	movements will occur throughout the construction term		
	- Maintenance of the Trillium Line for testing and training purposes		
	Please acknowledge these obligations and an overview of the plans with respect to such		
	obligations.		
6	Confirm TNext will meet the requirements outlined in Article 1.3c of Schedule 15-2 Part	Schedule 15-2 Part 4 Article 1.3 c	
	4 (Bird Friendly Glass).		
7	TNext to confirm that the new elevator at Carling Station abides by OBC and NFPA	Schedule 15-2 Part 4 Article 2.2	
	requirements with respect to minimum platform width also considering the proposed		
	design shows doors opening out onto a narrow section of platform.		
0	Please provide details of the signal system proposed for Walkley Yard.		
	Please provide details of the signal system proposed for Walkiey Yard. Please provide TNext's System Integration Management Plan.	RFP Schedule 3-1 Article 1.7	
	Please confirm the proposed closure of the Airport Loading Dock is from February 21,	Schedule 15-2 Part 7 Article 4.5 e i	
	2020 until November 16, 2020. This will be communicated to the Airport Authority and		
	will become a contractual requirement for the Proponent.		
	The proposed start date of NRC Access Window #5 (October 13, 2020) exceeds the	Schedule 15-2 Part 1 Article 5.2 d I B	
	maximum six (6) month maximum shutdown period - this must be updated to comply		
12	with the obligations under the Project Agreement.	45 2 Don't 2 Amining 4 2 (-) (**) C	
	The requirement to locate the northern switch of the Brookfield siding at Sta 30+680	15-2 Part 2 Article 1.2 (a) (ii) C	
	was not met. Ellwood Grade Separation design will need to be revised to accommodate the northern switch on a maximum tangent grade of 2%. Confirm that the turn-out	15-2 Part 2 Article 3.8 b IV 15-2 Part 2 Article 2.9 b Vi	
	locations for the Brookfield siding will be amended to match the requirements of the	15 2 F 01 (2 A) (IICIE 2.3 D VI	
	PSOS and the Ellwood Grade Separation design will be modified to suit. South turnout		
	needs to be moved to achieve a conformant siding length and retrofitted for		
	groundborne noise vibrations issues.		
	A single revenue-service platform at Uplands Station is non-conformant, TNext will	15.2 Part 1 Article 2.7 a ii v L (two-	
	need to revise its design accordingly	track station). Schedule 15-2 Part 4	
		Article 2.7 e v D vii (Requirement for	
		shelters on both Northbound and	
		Southbound platforms). Schedule 15-	
		2 Part 1 Article 3.6 d iv (Requirement	
		for dwell times on both Northbound	
		and Southbound platforms) - 15-1	
		Definition of Dwell Time. 15-2 Part 4	
		Article 1.2 h v (Project Co design to comply with conditions of NCC	
		September 14, 2017 letter)	

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The Contra is a part of the requirements for Substantial Comprision. The Transit Next submission of presents on Substantial Comprises to This Contract (Contract) and the Contract (Contract) and th		NOR-S3UL-44DK-2001, NOR-S3UL-44DK-3001 - Please confirm that Uplands Station will have a minimum 6m wide non fare paid connection to allow access from the north to	15-2 Part 4 Article 3.12 d	
1.5 Names 2-4.6 the res, various drawings, NOR-STE40NC 2018 A 900-SEA-440C. 2010. Properties the seculated electron and public stats and a flowership and Leibor 1 and 1		the EY Centre as part of the requirements for Substantial Completion. The Transit Next		
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