

STRICTLY CONFIDENTIAL

ID	Description	PA reference	Transit Next Response
1	TNext proposal page 1.1-22 states that TNext will "conduct a walkthrough of the 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.	Project Agreement Article 16	
2	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.		
3	Confirm TNext's program with respect to capital and / or lifecycle upgrades to the Rideau River Bridge to operate safely and achieve the required handback requirements for that structure. The background information includes numerous certified reports which indicate that short term rehabilitation is required to the superstructure.	15-3 Appendix B Table 6.3; 15-3 Appendix C Table 2.1	
4	TNext to confirm the nature and details of the precise signaling system to be implemented.	RFP Schedule 3-1 Article 2.3 c requires the proposed S&TCS "solution"	
5	TNext to confirm the understanding of the maintenance requirements that take place after financial close and prior to revenue services specifically in respect of the following: <ul style="list-style-type: none"> - 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.	15-2 Part 1 Article 2.1 b; 15-2 Part 1 Article 5.2 d	
6	Confirm TNext will meet the requirements outlined in Article 1.3c of Schedule 15-2 Part 4 (Bird Friendly Glass).	Schedule 15-2 Part 4 Article 1.3 c	
7	TNext to confirm that the new elevator at Carling Station abides by OBC and NFPA requirements with respect to minimum platform width also considering the proposed design shows doors opening out onto a narrow section of platform.	Schedule 15-2 Part 4 Article 2.2	
8	Please provide details of the signal system proposed for Walkley Yard.		
9	Please provide TNext's System Integration Management Plan.	RFP Schedule 3-1 Article 1.7	
10	Please confirm the proposed closure of the Airport Loading Dock is from February 21, 2020 until November 16, 2020. This will be communicated to the Airport Authority and will become a contractual requirement for the Proponent.	Schedule 15-2 Part 7 Article 4.5 e i	
11	The proposed start date of NRC Access Window #5 (October 13, 2020) exceeds the maximum six (6) month maximum shutdown period - this must be updated to comply with the obligations under the Project Agreement.	Schedule 15-2 Part 1 Article 5.2 d I B	
12	The requirement to locate the northern switch of the Brookfield siding at Sta 30+680 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 locations for the Brookfield siding will be amended to match the requirements of the 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.	15-2 Part 2 Article 1.2 (a) (ii) C 15-2 Part 2 Article 3.8 b iv 15-2 Part 2 Article 2.9 b vi	
13	A single revenue-service platform at Uplands Station is non-conformant, TNext will need to revise its design accordingly	15.2 Part 1 Article 2.7 a ii v L (two-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)	

STRICTLY CONFIDENTIAL

14	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 the EY Centre as part of the requirements for Substantial Completion. The Transit Next submission refers to this connection as "future".	15-2 Part 4 Article 3.12 d	
15	Narrative 2.4-16 thru 8, various drawings, NOR-STLT44DK-2001& NOR-S1-EA-44DK-2001. Proponent has excluded elevators and public stairs at Bowesville and Leitrim Stations. This is non conformant with the requirement for stations to be designed for efficient passenger flow and to minimize the customer effort when transferring between modes of transportation. Further, Bowesville & Leitrim ramps from Entrance level to Platform contain 90 degree corners and is nonconformant with CPTED requirements.	15-2 Part 4 Articles 1.2 f, h v. 15-2 Part 4 Article 1.3 b 15-2 Part 4 Article 1.1 a	
16	NOR-S1LT-44DK-2001. Second means of egress from Platform level does not lead to a public way as required by OBC, please confirm.	15-2 Part 4 Article 2.2	
17	Please confirm that Earl Armstrong, Leitrim and Lester grade separations will be revised to an E80 freight loading design standard as required by the PSOS.	15-2 Part 2 Article 1.1 (c), 15-2 Part 2 Article 4.5 (c) (i), 15-2 Part 2 Appendix C	
18	Please Provide an alternate M&R Director who has maintenance experience in similar projects; candidate does not meet Schedule 9 requirements.	Schedule 9 Article A	
19	TNext's approach to the Rideau River Bridge to achieve required loading requirements (with speed restrictions) is non conformant. Further, lack of provision of handrail is non conformant.	15-2 Part 2 Article 4.8 c xxii; 15-2 Part 2 Article 4.5 c I A; 15-3 Appendix B Table 4.1 c "Ensure there are no load limitations or speed reductions to Trillium Line operation"	
20	Confirm the 200m run-out for the NRC spur as required by the PSOS will be provided.	15-2 Part 2 Article 1.2 (b) (i) G	
21	Describe the manner pursuant to which TNext intends to satisfy the requirement to have at least two independent points of access to the yard as a connection through the CN Yard is not compliant. Please confirm via updated design that TNext understands the scope of the interim projects for Walkley interlocking by undertaking a review the interim project details to ensure there is clarity on the current functionality of the system.	Schedule 15-2 Part 5 Article 1.1 c iii	
23	The proposed design includes double slip switches which are non conformant with Schedule 15-2 Part 5 Article 1.5 b which states that "The switches within the New Walkley Yard shall be of the same type as used elsewhere on the Expanded Trillium". The proposed design does not use double slip switches elsewhere on the Expanded Trillium Line. Please confirm you will update the design accordingly.	Schedule 15-2 Part 5 Article 1.5 b	
29	Drawing: NOR SWF 44DK 1000 - the Project Agreement requirements preclude the use of stub ended tracks for storage, please update the design accordingly.	15-2 Part 5 Article 1.3 b	
22	The use of tent structures is non conformant with the PSOS design life requirements for the Walkley Yard, please update the design accordingly.	Schedule 15-2 Part 1 Article 4.3 a I; Schedule 15-2 Part 5 Article 1.1 c viii	
24	The design of the OC Spaces at Walkley Yard does not meet the intent with respect to the shower spaces. Two shower stalls are not equivalent to two shower rooms. Please confirm the design will be updated to reflect to shower rooms.	Schedule 15-2 Part 5 Article 1.2 a vi	
25	Drawing: NOR S4WN 47DK 2003 - Generator is undersized to meet requirement of total facility load plus 25% for future expansion/loads. Please confirm the design will be updated to include an appropriate generator.	Schedule 15-2 Part 5 Article 6.4 e i	
26	Please provide an alternate Design Manager; candidate does not meet Schedule 9 requirements.	Schedule 9 Article A	
27	Please provide an alternate Systems Integration Manager; candidate does not meet Schedule 9 requirements.	Schedule 9 Article A	
28	Please provide an alternate Communications & Stakeholder Engagement Director; candidate does not meet Schedule 9 requirements.	Schedule 9 Article A	
30	Submitted PBS-1 has incorrect Fare Control delivery dates, please update PBS-1 with correct dates.	Schedule 15-2 Part 1 Article 5.4 (I) (ii) A	
31	Bowesville Road Bridge dwg 43dk-1051. Section 1 and Section 2 show a single track with a future track. The structure is to carry both NB & SB tracks, not just allow for a future track, please confirm this is your understanding.	15-2 Part 2 Article 4.8 c) iv) A) ii)	
32	646120-SLV-S267-43DK-2301. LED lighting in guardrail not indicated, please confirm these will be included.	15-2 Part 6 Article 4.4, (c), (xi), C	
33	2.5(1)(f)(v), pages 16 - 21 Does not address specifically the 30/40 year life for equipment and buildings respectively. Refers only to 27 year concession	15-2 Part 1 Article 4.3 a I; 15-2 Part 5 Article 1.1 c viii	
34	Completion of Airport Civil Works is shown as 02-Dec-2020, confirm such works will be complete on 30-Nov-2020.	15-2 Part 1 Article 5.3 a	