REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 4, 2000

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated July 4, 2000, was considered clause by clause.

Moved by Councillor Angus,

That the Consent Agenda, Clauses 1,2,3,4,6,8 and 9, be adopted.

Councillor Timm-Rudolph requested that Clauses 1 and 9 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 2,3,4,6 and 8 was put and declared carried.

Delegation of Authority to the Chief Financial Officer to Approve the Award of Contract for the Pointe du Bois Powerhouse Post-Tensioning Project - Tender No. 0495-2000

File GL-9 (Vol. 14)

775 - 1. The Standing Policy Committee on Public Works has been advised that a recently completed final element analysis and condition assessment of the Pointe du Bois powerhouse concluded the structure, in continuous service since 1911, needs to be stabilized by the installation of the post-tensioned steel anchors. In addition, miscellaneous concrete repairs are needed to the intake piers and upstream apron. When completed, the anchoring project will bring the powerhouse stability factors up to the current dam safety standards and will allow for potential increase in the forebay elevation and thus higher plant output. It will also mitigate the impact of the alkali aggregate induced concrete growth on the power plant equipment and the adjacent structures. The project, although precipitated by safety concerns, is an integral part of the Pointe du Bois power plant life extension and upgrade program.

The detailed engineering design of the anchoring scheme and repairs, specifications and drawings were completed and tender documents are being prepared. It is anticipated the request for tenders will be issued the first week of July, 2000, with a closing date three weeks later. Winnipeg Hydro expects to be ready to award the contract in the first week of August, 2000.

The award of contracts exceeding one million dollars ($1,000,000.00) must be approved by a Standing Policy Committee. However, as the Standing Policy Committee on Public Works does not meet in August of this year, the Winnipeg Hydro Department is requesting that the Chief Financial Officer be authorized to approve the award of this specific contract to the lowest qualified responsive bidder. Timely award of this contract is essential to the cost-effective completion of temperature sensitive phases of the work.

Funds for the project were included in the approved 1999 and 2000 Capital Budgets. The financial impact will be addressed when award authority is sought.

The Standing Policy Committee on Public Works therefore recommends:

I. That Council delegate to the Chief Financial Officer, by by-law, the authority to approve the award of the contract for the Pointe du Bois Post-Tensioning Project, Tender No. 0495-2000, at an estimated cost of up to $3.6 million, which authority may not be further delegated.

II. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law for submission directly to Council for approval.

Report of the Standing Policy Committee on Public Works dated July 4, 2000

III. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Moved by Councillor Angus,
Adoption of the clause.

The Speaker called Councillor Eadie to the Chair in order to participate in the debate.

The motion for the adoption of the clause was put and declared carried.

Canada–Manitoba–Rural Municipality of Ritchot–City of Winnipeg Agreement on Flood Protection for the Community of Grande Pointe and the Area of St. Mary's Road South – Amendment #1
File PD (Vol. 14)

776 - 2. On June 23, 1999, Council adopted Clause 2 of the Report of the Standing Policy Committee on Public Works titled "Secondary Diking Enhancements – Community Ring Dikes – Policy on Funding and Maintenance", dated May 31, 1999, thereby directing that the 10% City share for community ring dikes be funded through local improvements.

Council, at that time, also adopted Clause 4 of the said report titled "Canada–Manitoba–Rural Municipality of Ritchot–City of Winnipeg Agreement on Flood Protection Infrastructure for the Grande Pointe Area and the St. Mary's Road Area". The flood protection work to be undertaken under this agreement includes a community ring dike for the Grande Pointe area, including Hallama Drive within the City limits. The flood protection work for the St. Mary's Road area had not yet been finalized but all partners to the agreement committed "to some form of action in addressing the flood protection issues facing this area".

The original agreement was pursued for approval in 1999 prior to the finalization of the flood protection solution for the St. Mary's Road area due to the urgency to proceed with the realignment and reconstruction of Highway 59 south of the Floodway in the Grande Pointe area. This highway project will form the east "leg" of the Grande Pointe area community ring dike. Manitoba Highways expects to tender for construction in early July, 2000, following completion of land acquisition.

During the period of July thru December, 1999, the engineering consultant for the project undertook further investigation of the flood protection options for St. Mary's Road. On March 22, 2000, a public meeting was held with the area residents to discuss the St. Mary's Road project and to present the technical recommendation of "voluntary buyout" for the St. Mary's Road area.

The "Canada–Manitoba–Rural Municipality of Ritchot–City of Winnipeg Agreement on Flood Protection for the Community of Grande Pointe and the Area of St. Mary's Road South" was finalized on March 29, 2000, and received by the City on May 16, 2000. Pursuant thereto, in early June, 2000, the Land Management Services agency of the Provincial Government completed appraisals of the subject properties in the St. Mary's Road area. Subsequently, on June 15, 2000, a further meeting was held with the affected residents to discuss some of the details of the "voluntary buyout" process and the proposed schedule.

Proposed Amendment #1 to the Agreement

The Federal and Provincial Governments have prepared a "Draft Amendment #1" to the "Canada–Manitoba–Rural Municipality of Ritchot–City of Winnipeg Agreement on Flood Protection for the Community of Grande Pointe and the Area of St. Mary's Road South." The flood protection work provided for in the amendment to the agreement, as outlined in Appendix "A" hereto, includes the community ring dike for the Grande Pointe area and total buyout of homes and businesses in the St. Mary's Road South area, including Greenview Road and Howden Road.

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The major changes to the agreement are:

1. Addition of a Schedule "B" specifying buyout as the preferred option for the St. Mary's Road South area.

2. Final cost estimate for both the Community of Grande Pointe and the St. Mary's Road South area of $12.9 million.

3. The City share for the St. Mary's Road South area of $471,900.00 to be paid for by the City at-large, rather than by local improvement, as a local improvement is not appropriate for a buyout option.

Proposed Buyout for St. Mary's Road South Area

Several different flood protection options have been considered for the St. Mary's Road South area. Shortly after the 1997 flood, the City proposed that a single community ring dike protect the St. Mary's Road South area and the Community of Grande Pointe.

An engineering consultant was engaged to review the St. Mary's Road community ring dike hydraulics and also to investigate other flood protection options such as individual flood proofing (house raising on earth pads, structural dikes) and buyouts. Cost estimates were prepared for all options and the total present value ranged from $4.4 million for a combined individual flood proofing/partial buyout option, to $4.9 million for the community ring dike and $5.5 million for total buyout. These costs were to protect to the 1997 water level. When a larger flood is considered, such as the 1826 flood, the costs for the buyout option remain the same but the community ring dike increases to $8.4 million, therefore for flood events greater than 1997, the total buyout is a less costly option.

During this same time, other studies, including the Floodway Operation Review and the investigations of Red River flooding by the International Red River Basin Task Force, under the auspices of the International Joint Commission, identified other issues related to the St. Mary's Road dike project. The Technical Advisory Committee for the project considered all the studies, information and issues pertaining to flood protection for St. Mary's Road South and concluded that the best option was to remove the properties from the flood plain by buyout. In order to be more confident with the cost of the buyout option, the Provincial Land Management Services agency was subsequently engaged to provide an initial appraisal of all the properties. The initial total appraised value was estimated to be between $5.8 and $6.2 million.

The reasons for the buyout presented at the public meeting held on March 22, 2000, are:

- The existing properties are in a precarious situation – Due to the proximity to the Floodway entrance, strong winds can create higher water levels against a community dike that may exceed the freeboard. For floods larger than 1997, the greatest rise in water levels will be directly at the Floodway. For example, water levels for the 1826 flood would be one foot higher at Morris but six to seven feet higher at the Floodway.

- Potential for Floodway Entrance Improvements – This may include removing the portion of the Floodway east embankment that would form part of the community ring dike. Although this project is not definite, it has been recommended by the International Red River Basin Task Force to the International Joint Commission because it increases flow into the Floodway by 2,000 cubic feet per second. The project has a benefit/cost ratio of 27, and provides net benefits of $65 million towards Winnipeg's flood protection according to their analysis.

- Future Potential Floodway Expansion – To protect Winnipeg against a flood larger than 1997, such as the 1826 flood (largest flood on record and 40% larger than 1997) or higher, Floodway expansion is one option. This may include widening the Floodway into the St. Mary's Road South area. If a dike were constructed for this area now, it would have to be removed later and the residents would eventually be displaced.

- The cost, although higher, is competitive with other options, and the benefits are greater.

If the recommendation for voluntary buyout proceeds, the property owners would have three options, namely:

1. Accept the voluntary buyout – They would be compensated based on market value of the property (present condition but considered in a non-flood zone), and provided allowances for appraisal fees, legal fees, survey costs, mortgage rate differential, mortgage prepayment penalties and moving costs.

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2. Implement individual flood proofing measures such as an elevated earth pad, a house ring dike, a structural dike or relocate the house – This is still eligible under the Flood Proofing Program and is the least expensive alternative for government since the maximum funding assistance is $60,000.00 per residence or business.

   However, this option is not recommended due to the precarious situation that they would be in if they remain at this location.

3. Maintain Status Quo – This option is not recommended. Council has adopted a policy that the costs of future temporary protection will be recovered from the property owners that choose to not take advantage of the Flood Proofing Program. The Province has the authority to caveat the properties to identify that they are at risk of flooding. Finally, it may be difficult to obtain mortgages on these properties if the lending institutions are aware that they are at risk of flooding.

Costs of the Buyout Option

Following the March 22, 2000, public meeting, the Technical Advisory Committee engaged the Provincial Land Management Services agency to undertake more detailed appraisals to refine their previous estimate. This exercise involves inspecting each of the properties. The updated total for the buyout option is $6.6 million and covers all properties within the original community ring dike area, with the exception of two.

One house in the R.M of Ritchot was severely damaged in the flood and thereafter abandoned by the owner. This property has been approved by the Manitoba Treasury Board under another program titled "The Economic Anomalies Flood Program". The second house is within the City of Winnipeg and was constructed after the 1997 flood on an elevated earth pad to the designated flood protection level (1997 flood level plus two feet freeboard). It does not meet the criteria under the program to provide protection to properties that were at risk during the 1997 flood.

Review of City Share of the Funding

The cost of flood protection works is to be shared as follows: 45% Federal, 45% Provincial and 10% Municipal. The municipal share is further broken down between the City of Winnipeg and the R.M. of Ritchot, depending on the number of properties in each area. The details of each area are set out below.

Grand Pointe Community Ring Dike

The estimated cost of the project is $6.3 million and therefore the municipal share is $630,000.00. Of this, the City share is $32,979.00, based on having 11 houses out of the total 210 houses protected by the dike. Both the R.M. of Ritchot and the City of Winnipeg will recover their share of the projects through local improvement levies applied to the benefitting property owners. Council's direction in this regard was provided by resolution on June 23, 1999.

The municipal share of the project is subject to successful local improvement levies, as noted on Schedule "A" to the agreement. The local improvement process will be initiated once the design of the flood protection works have been completed and the engineer's cost estimate for the works has been prepared.

St. Mary's Road South Buyout

The estimated cost of the project is $6.6 million, and therefore the municipal share is $660,000.00. Of this, the City share is $471,900.00 based on the total value of the appraised properties within the City and the original dike area. This cost is proposed to be funded by the City at-large through the tax-supported Capital Budget rather than through the local improvement envisaged when a community ring dike was planned.

The justification for funding this project by the City at-large is that the entire City benefits by having these properties removed from the flood plain immediately upstream of the Floodway. The cost of temporary flood protection assistance to the properties would be eliminated. The total cost of temporary flood protection in this area in 1996 and 1997 was estimated at $2.0 million. The City recovered approximately 80% of these costs through the Federal Government Disaster Financial Assistance program. The remaining 20% or $400,000.00 was funded by the City at-large. There is a high probability that both these floods will be repeated in the next 50 years, and there is a 37% chance that a flood larger than 1997 will occur.

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The additional justification for funding this project by the City at-large is that space is being provided to facilitate improvements to the Floodway entrance and/or to expand the Floodway. Both of these projects would provide a benefit to the City at-large, by increasing the flow to and through the Floodway, respectively.

Other Issues

- Ste. Agathe Detention Structure – Some residents in the St. Mary's Road South area are under the impression that the proposed Ste. Agathe Detention Structure (alternative to Floodway expansion for increased flood protection for Winnipeg) would limit all future floods in this area to 1997 levels and therefore the community ring dike could be constructed. These residents also believe that if the Detention Structure is constructed, widening of the Floodway entrance would not be required, allowing them to stay. However, the senior levels of government consider widening the Floodway entrance to be a stand-alone project with immediate benefits to a 1997 flood or larger. The final selection and implementation of either major project to protect Winnipeg may take many years and in the meantime the subject area would be without permanent protection. Further, the current Flood Proofing Program that is providing the funding to buyout these residents, ends on March 31, 2003, and there is no indication at this time that this program will be extended.

- It is likely that the R M. of Ritchot will not sign the amendment to the agreement as they have stated publicly that the municipality cannot afford its share of the proposed buyouts. The Federal Government has indicated that federal approval of any project under the Flood Proofing Program is contingent on the municipalities providing a 10% share and this is non-negotiable. The Federal and Provincial Governments have verbally indicated that if the R.M. of Ritchot does not participate in the St. Mary's Road South buyout project, they will permit the project to proceed for the property owners in the City. This is because the project removes properties from the flood plain and therefore any one property is not relying on the participation of another, such as the case with a community ring dike. If necessary, the amendment to the agreement will be revised to reflect this situation.

- The Floodway and all the other major flood control works that protect Winnipeg have been financed by the Federal and Provincial Governments. For example, the Floodway was financed 60% by the Federal Government and 40% by the Provincial Government. If the proposed buyouts are seen as required for widening the Floodway entrance, than the historical funding formula should possibly apply relieving the City from any financial contribution. There are strong reasons related to overall flood protection for Winnipeg that should preclude construction of a community ring dike in the subject area. However, this project is more specifically a flood protection project for the residents in the St. Mary's Road South area and buyout is the logical option under the current Flood Proofing Program. In this instance, the 10% contribution by the City to the project is justifiable.

Financial Impact

A review of the Capital Estimates has shown that the flood protection projects for the Community of Grande Pointe and the St. Mary's Road South area can be financed out of approved Capital funds. Council has approved funding for Permanent Secondary Dikes Enhancement in the Capital Estimates in the amounts of $600,000.00 in 1999, and $1.0 million in 2000. These funds are for the purposes of contributing the 10% City share as required under agreement with the Government of Canada and Government of Manitoba.

A financial impact statement for this project has been prepared in accordance with the recommendation contained in a report dated November 18, 1997, submitted to and concurred in by the Standing Committee on Fiscal Issues on November 24, 1997. A secondary financial impact is the potential loss of assessment base associated with the buyout. The exact extent of this will depend on the degree to which the families affected re-establish themselves within the City of Winnipeg.

The Standing Policy Committee on Public Works recommends:

I. That "Draft Amendment #1" to the "Canada–Manitoba–Rural Municipality of Ritchot–City of Winnipeg Agreement on Flood Protection for the Community of Grande Pointe and the Area of St. Mary's Road South", requiring commitment from the City to fund $471,900.00 of the St. Mary's Road South buyout, be approved in principle, as described herein.

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II. That approval be provided to utilize cash flow forecasted funds from the Permanent Secondary Dikes Project (Account No. 03-1181XX-52001507XX) to fund the City's portion of the St. Mary's Road South buyout in the estimated amount of $471,900.00.

III. That the Proper Officer of the City be authorized to do all things necessary to effect the foregoing, including the finalization of the formal agreement and any documents related thereto.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Local Improvement Project – 12' Lane Oiling on the Lane in the Block Bounded by Poseidon Bay, Carter Avenue and Cambridge Street File SL(2000) (Vol. 1)

777 - 3. The Standing Policy Committee on Public Works has been advised that a "Petition For", representing 100.0 per cent of the total assessable frontage, has been received with respect to a 12' lane oiling Local Improvement Project on the lane in the block bounded by Poseidon Bay, Carter Avenue and Cambridge Street.

On June 6, 2000, the City Centre Community Committee recommended that this Local Improvement be proceeded with.

The Standing Policy Committee on Public Works therefore recommends:

I. That the Local Improvement Project for 12' lane oiling on the lane in the block bounded by Poseidon Bay, Carter Avenue and Cambridge Street, be proceeded with.

II. That, in accordance with the policy for funding local improvements adopted by Council on July 22, 1998, as outlined in Clause 1 of the Report of the Standing Committee on Fiscal Issues dated July 13, 1998, construction be deferred until the year 2001, and necessary funding be identified in the 2001 Annual Capital Estimates.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Local Improvement Project – 14' X 6" Concrete Lane Pavement on the First East-West Lane South of Bertrand Street from Traverse Avenue to and Including the North-South Lane Outlet onto Thomas Berry Street East of Traverse Avenue File SL(2000) (Vol. 1)

778 - 4. The Standing Policy Committee on Public Works has been advised that a "Petition For" representing 64.52% of the privately owned frontage, has been received with respect to a Local Improvement Project for the installation of a 14' x 6" concrete lane pavement on the first east-west lane south of Bertrand Street from Traverse Avenue to and including the north-south lane outlet onto Thomas Berry Street east of Traverse Avenue.

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In accordance with Executive Policy Committee's request of May 17, 1989, it is noted that of the total assessable frontage, the City will assume the cost of 160.9 feet or 19.38% for City owned land and 125.0 feet or 15.06% for City share (flankage).

On June 13, 2000, the Riel Community Committee recommended that this Local Improvement be proceeded with.

The Standing Policy Committee on Public Works therefore recommends:

I. That the Local Improvement Project for the installation of a concrete lane pavement on the first east-west lane south of Bertrand Street from Traverse Avenue to and including the north-south lane outlet onto Thomas Berry Street east of Traverse Avenue be proceeded with.

II. That, in accordance with the policy for funding local improvements adopted by Council on July 22, 1998, as outlined in Clause 1 of the Report of the Standing Committee on Fiscal Issues dated July 13, 1998, construction be deferred until the year 2001, and necessary funding be identified in the 2001 Annual Capital Estimates.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Strategic Infrastructure Reinvestment Policy (SIRP) Implementation Committee Report File S-7 (Vol. 4)

779 - ***Note: Clause 5 has been laid over for 60 days by the Executive Policy Committee and referred to the Administration for report back.***

Laid over for 60 days by the Executive Policy Committee and referred to the Administration for report back.

Extension of Project Limits for Grant Avenue Resurfacing from Chalfont Road to East 800 Metres Files SC-3.4 (Vol. 23) and FC(2000) (Vol. 1)

780 - 6. Pursuant to the adoption of the 2000 Capital Budget and the 2001 to 2005 Five Year Capital Forecast, Council at its meeting held on January 26, 2000, approved the specific projects comprising the Regional Street - Normal Annual Program, including $1,515,000.00 for the Grant Avenue resurfacing from 150 metres east of Haney Street to Chalfont Road.

Grant Avenue between Chalfont Road and Shaftesbury Boulevard is proposed for the 2002 Capital Program under regional street renewals. This section of Grant Avenue is prone to flooding in the spring and during the recent heavy rains.

There are sufficient funds in the Grant Avenue resurfacing project to extend the project 800 metres to the east to address the westbound pavement deterioration and the land drainage problem. These land drainage works should be done in the fall or winter and must be completed prior to rehabilitating the flood prone sections of Grant Avenue east of Chalfont Road. By doing the land drainage works this fall, the proposed 2002 roadway rehabilitation project can proceed in the year it is approved and the rate of deterioration of this section of Grant Avenue will be slowed. The land drainage works include replacement of an undersize culvert under Roblin Boulevard.

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It is anticipated that the approved Grant Avenue Tender No. 0524-2000 includes sufficient quantities to rehabilitate the 800 metres of westbound Grant Avenue east of Chalfont Road which is not flood prone. As well, there is funding in the amount of $195,000.00 available to undertake the required land drainage works.

The Standing Policy Committee on Public Works recommends:

I. That the project limits for the Grant Avenue resurfacing be extended from Chalfont Road to 800 metres east of Chalfont Road and include works to address the drainage problems on Grant Avenue between Chalfont Road and Shaftesbury Boulevard.

II. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Provencher Bridge Project Preliminary Design File SB-13 (Vol. 4)

781 - 7. Council, at its reconvened meeting held on December 16, 1999, concurred in the recommendations of the Standing Policy Committee on Public Works dated November 22, 1999, and approved in principle a Conceptual Plan involving a replacement vehicular bridge and a separate pedestrian bridge facility. The Administration was authorized to commence the preliminary engineering design process in respect of the approved Conceptual Plan, and directed to report on the cost implications of constructing a third eastbound right-turn lane, or otherwise incorporating a "Traffic Intervention System".

On December 17, 1999, Wardrop Engineering Inc. was appointed to provide preliminary design engineering services for the Provencher Bridge Project, and commenced preliminary engineering design in January, 2000, with respect to the approved Conceptual Design. The preliminary design report titled "Preliminary Design Provencher Bridge Project 2000 Capital Program" dated June, 2000, has now been submitted by Wardrop Engineering Inc., completing the preliminary design of the project.

A report titled "Provencher Bridge Public Consultation Process - New Paired Bridges Preliminary Design (Phase II) – Final Report" dated June 26, 2000, has also been submitted by Susan Freig and Associates, outlining the preliminary design public consultation process through which members of the public registered their views about the preliminary design via newsletter or newspaper display ad response coupon, e-mail or by attendance at one of three Open Houses. This group is referred to as the "interested public", and cannot be said to be a representative sample of the general public. However, they represent the views of 356 citizens who are interested in the project, a summary of which is outlined in Appendix "A" hereto.

Given that the preliminary design report and the gathering of public opinion have been completed for the Provencher Bridge Project, it is integral to the continuity of the project to report these findings and to recommend a preliminary design for approval by Council, in order that the project may move into the next phase of detailed design and environmental licensing (Phase II).

Preliminary Design

The "Preliminary Design Provencher Bridge Project 2000 Capital Program" report submitted by Wardrop Engineering Inc. provides details of the preliminary design for this project. The report includes four major components dealing with the preliminary design of a replacement vehicular bridge and a separate pedestrian bridge facility. The following describes the four components.

i) Vehicular Bridge

The vehicular bridge provides for two through lanes in each direction. There is a partial length turning lane to accommodate eastbound traffic turning onto Taché Avenue and a 3.0 metre wide pedestrian sidewalk on the north side to provide direct access from Downtown to Provencher Boulevard.

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The new bridge will provide a safe design based on the current standards used on other arterial bridge projects in the City. Safety measures will include: a median to separate opposing flows; a lane to store right-turning vehicles; shoulder traffic barriers to contain vehicles on the bridge and protect pedestrians from traffic and road splash; standard lane widths and horizontal clearances; and a curb-lane shy distance of sufficient width to accommodate cyclists.

Two options were examined for the vehicular bridge: a three span steel trapezoidal box girder structure and a five span concrete trapezoidal box girder structure. A trapezoidal girder section was selected for both steel and concrete alternatives because of aesthetics, the ease of carrying out inspections and built in capability to carry utilities internally. The estimated difference in construction cost for the two options is nominal, therefore it is proposed that both options be designed and tendered to elevate competition during the bidding process to realize the lowest cost option.

ii) Pedestrian Bridge

The pedestrian bridge utilizes a single-towered cable-stayed structure featuring a multi-use 5.0 metre wide pathway and a plaza area over the water. This type of structure was chosen for aesthetic reasons and to encourage economic development.

The pedestrian bridge is being implemented in partnership with the CentreVenture Development Corporation and is part of a larger Boulevard Pedestrian Link Project managed by the Corporation to construct a pedestrian walkway from St. Boniface City Hall, across the river to The Forks, and through Union Station, right to Broadway at Main Street.

iii) Roadworks

The roadworks include Taché/Provencher intersection modifications and a connection to the existing west roads configuration. Modifications to the Taché/Provencher intersection involve reconstruction of the roadway pavement and installation of a right-turn lane onto southbound Taché Avenue. Reconstruction of the roadway pavement is required to permit bridge construction and to match the roadway with new bridge profile.

The engineering consultant has advised that based on current standards and design consistency practice an eastbound right-turn lane is required to minimize pedestrian and vehicle safety concerns and improve intersection operations given the current right-turn traffic volumes. Auxiliary lanes (left and right-turn lanes located adjacent to through lanes) allow through and turning traffic to separate well in advance of an intersection, which results in less deceleration of the turning vehicles on the through roadway and subsequently less chance for a rear-end collision due to a slowing vehicle. The likelihood for a collision to occur is greater in urban conditions where the turning vehicle may have to stop to allow pedestrians to cross the intersecting roadway. Currently, 28% of all collisions reported at this intersection are rear-end collisions in the eastbound direction, this is three times the frequency of rear-end collisions in the westbound direction where auxiliary lanes exist. The new pedestrian bridge is expected to increase pedestrian traffic between The Forks and St. Boniface, which will increase the occurrences of right-turning vehicles waiting for pedestrians to cross Taché Avenue. In addition, access for emergency vehicles and transit will be improved with the inclusion of the right-turn lane. Emergency vehicles destined for the St. Boniface General Hospital as well as transit using the right-turn lane and continuing through the intersection will be able to exit the Provencher Bridge faster as vehicle line ups in the right-turn lane are expected to be very short.

The possible implementation of a “Traffic Intervention System” has been suggested as an alternative to constructing the right-turn lane. This would allow emergency vehicles eastbound on the Provencher Bridge to keep the traffic signal at the Taché intersection green, so that the eastbound vehicles approaching Taché Avenue could clear the intersection. With traffic line-ups experienced by eastbound traffic in the neighborhood of 50 to 80 vehicles during the worst of the peak period and an average vehicle headway of two seconds per vehicle, it would take 100 to 160 seconds to clear the intersection to allow the emergency vehicle to make the right-turn. This may be too long in critical situations and may possibly create other operational problems along Taché Avenue caused by the prolonged delays. Of note, a report on “Traffic Intervention Systems” specific to areas bounded by City hospitals will be forthcoming under separate cover.

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The preliminary design provides for a connection to the existing west approach roadway network, and is to be constructed economically for a short-term basis. The Standing Policy Committee on Public Works has also considered preliminary designs of alterative roadway connections from the Provencher Bridge to Main Street to determine the best new future roadway connection, and has forwarded its recommendations thereon in a subsequent clause.

iv) Utilities

Watermains and wastewater sewers will be renewed under the area of roadway reconstruction as part of this project.
To facilitate construction of the new bridge the sewer forcemain on the existing Provencher Bridge will be replaced with two separate sewer forcemain pipes located within the girders of the new vehicular bridge. Two separate sewer forcemains are required to correct the current poor hydraulics associated with the existing condition that combines flows from two separate pumping stations into a single forcemain pipe.

MTS (Manitoba Telecom Services Inc.) has indicated that the communication lines presently on the Provencher Bridge will be replaced with new installations located within the girders of the new vehicular bridge.

Implementation Schedule

The engineering consultant for the Provencher Bridge Project has estimated that major repair works requiring full or partial bridge closures need to be completed prior to the end of 2002 to ensure the safe and reliable operation of the bridge. In order to achieve this date (Fall 2002) to take the structure out of service and transfer traffic onto the new bridge, detailed design of the vehicular bridge must commence no later than September 1, 2000. It is also necessary that an Environmental Impact Assessment begin by August 1, 2000, in order to obtain the license to construct prior to tendering. Detailed design of the pedestrian bridge would not have to commence until January 2002.

The preliminary design calls for tendering of two construction contracts. The vehicular bridge and related works will be tendered in May 2001 and the pedestrian bridge will be tendered in May 2002 with construction of both to be completed by September 2003.

Construction will commence in July 2001 and consists of the construction works required to enable transferring of traffic onto the south portion of the new vehicular bridge by Fall 2002. This will allow demolition of the existing bridge and construction to complete the new vehicular bridge and roadworks by September 2003. The pedestrian bridge will be constructed commencing in July 2002 and will also be completed by September 2003.

Traffic capacity will be maintained at near current capacity on the existing structure during construction of the south portion of the new vehicular bridge, but will be reduced to one lane per direction on the new structure for the remainder of construction of the south portion of the new vehicular bridge. The existing Provencher Bridge will need to be closed to all traffic for an approximate three week period in July and/or August 2001 at the commence-ment of construction for modifications to the east end of the structure to allow construction to proceed. Short-term bridge closures (24 hours) are required to facilitate construction on several occasions and will be limited to weekends only.

Estimated Cost

The estimated project cost based on the foregoing preliminary design and approved implementation schedule is $65.0 million.

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PROJECT COST ESTIMATE		
ITEM	DESCRIPTION	2002 ($ MILLIONS)
1	Vehicular Bridge	$ 43.4
2	Pedestrian Bridge	15.0
3	Roadworks	2.5
4	Utilities • Water and Waste $ 1.4 million • MTS .2 million	1.6
5	Maintenance	1.0
	Internal Interim Financing	1.5
	Total	$ 65.0

Note: The project estimate for the vehicular bridge includes the cost of constructing a partial length eastbound right-turn lane from the Provencher Bridge onto Taché Avenue southbound. If a turning lane was not constructed, the total estimated cost can be reduced by $2.0 million.

The Five-Year Capital Forecast of the Public Works Department includes maintenance of the existing structure from 2000 until the end of 2002.

The project funding sources are as follows:

City of Winnipeg, Public Works	$ 57.0
City of Winnipeg, Water and Waste	1.4
CentreVenture Development Corporation	9.4
Other Utilities (MTS)	.2

Current Project Budget $ 68.0

The project is budgeted in the Five-Year Capital Forecast of the Public Works Department at $57.0 million. Interim financing may be an additional $1.5 million to the projected cash flows, which has been addressed in a separate report to the Standing Committee on Fiscal Issues. Therefore, the estimated total project cost to the Public Works Department is $54.0 million, $3.0 million lower than is currently budgeted. At this time, it is recommended that the unallocated amount of $3.0 million be designated as project contingencies and the budget amount remain at $57.0 million until the tendered price is known for the vehicular bridge contract in June, 2001.

City of Winnipeg/CentreVenture Development Corporation Partnership

As noted, project funding in the amount of $9.4 million has been projected from the CentreVenture Development Corporation. By way of communication dated June 23, 2000, the Corporation has requested an extension to September 30, 2000, to finalize their funding of the pedestrian bridge. While the detailed design of the pedestrian bridge need not commence until January 2002, the detailed design of the vehicular bridge must commence by September 1, 2000, and the environmental impact licensing process for the project must begin by August 1, 2000, in order to maintain the project schedule.

Pursuant to its deliberations thereon, the Standing Policy Committee on Public Works approved the recommended Preliminary Design for the Provencher Bridge Project, including the partial length eastbound right-turn lane, as this design is supported by the Administration and the Project Advisory Committee (PAC), and incorporates the greatest pedestrian and vehicle safety measures.

Report of the Standing Policy Committee on Public Works dated July 4, 2000

The Standing Policy Committee on Public Works therefore recommends:

I. That the following reports be received as information, namely:

A. "Provencher Bridge Public Consultation Process - New Paired Bridges Preliminary Design (Phase II) – Final Report" dated June 26, 2000, by Susan Freig and Associates, Community Planning and Public Consultation Consultants.

B. "Preliminary Design Provencher Bridge Project 2000 Capital Program" dated June, 2000, by Wardrop Engineering Inc., Engineering Consultants.

II. That the preliminary design including a replacement vehicular bridge and a separate pedestrian bridge facility be approved by Council for implementation as follows:

A. Vehicular Bridge component:
Two through lanes per direction, a partial length eastbound right-turn lane onto Taché Avenue and a 3.0 metre wide pedestrian sidewalk on the north side of the bridge.

B. Pedestrian Bridge component:
A single tower cable-stayed structure supporting a 5.0 metre wide multi-use pathway and plaza area, executed in partnership with the CentreVenture Development Corporation and that, as requested, the Corporation be granted an extension to September 30, 2000, to confirm their funding.

C. Roadworks component:
Interim connection to existing west approach roadway network and modifications to the Taché Avenue/Provencher Boulevard intersection.

D. Utilities component:
Replacement of wastewater forcemain on the existing Provencher Bridge and renewal of all utilities under the new roadway pavement.

III. That the Proper Officers of the City be authorized to all things necessary to implement the foregoing, including but no limited to the following:

A. Commence Detailed Engineering Design in respect of the approved Preliminary Design.

B. Commence the Environmental Impact Assessment Process, and all necessary environmental licensing in respect of the approved Preliminary Design.

C. Obtain all other Agency approvals, and do all things necessary for the successful tendering of the Detailed Design.

D. Report to Council to obtain authorization for construction following receipt of bids expected in June 2001.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

The Executive Policy Committee concurs in the recommendations of the Standing Policy Committee on Public Works with the following amendment to Recommendation II. A., namely:- that the words "a partial length eastbound right-turn lane onto Tache Avenue" be deleted.

Moved by Councillor Angus,
Adoption of the clause.

In amendment,

Moved by His Worship Mayor Murray,
That the recommendation of the Executive Policy Committee be adopted.

Report of the Standing Policy Committee on Public Works dated July 4, 2000

The recommendation of the Executive Policy Committee was put.

Councillor Angus called for the yeas and nays, which were as follows:-

Yea: Councillors Clement, Gerbasi, Lubosch, Smith, Steek, Thomas, Vandal and His Worship Mayor Murray. 8

Nay: Councillors Lazarenko, Angus, De Smedt, Golden, Prystanski, Timm-Rudolph, O'Shaughnessy and Eadie. 8

and the recommendation of the Executive Policy Committee was declared lost in accordance with Rule 58 of the Procedure By-law.

The motion for the adoption of the clause was put.

Councillor Angus called for the yeas and nays, which were as follows:-

Yea: Councillors Lazarenko, Angus, Clement, De Smedt, Golden, Prystanski, Timm-Rudolph and Eadie. 8

Nay: Councillors Gerbasi, Lubosch, Smith, Steek, Thomas, Vandal, His Worship Mayor Murray and Councillor O'Shaughnessy. 8

and the motion for the adoption of the clause was declared lost in accordance with Rule 58 of the Procedure By-law.

Evaluation of Alternative Roadway Networks Connecting Provencher Bridge and Main Street File SB-13 (Vol. 4)

782 - 8. Council, at its meeting held on December 16, 1999, approved the adoption of the Provencher Bridge Project Conceptual Plan. The cost estimate for this Conceptual Plan includes a provision for bridge approach road works both east and west of the new bridge and it is intended to undertake these works as part of the Provencher Bridge Project. Hence, approval of a roadway network to connect the new Provencher Bridge and Main Street is required.

In April, 1999, a Task Force was formed to direct a consultant to undertake a study of alternative roadway networks. This Task Force consisted of representatives from the City of Winnipeg Public Works and Planning, Property and Development Departments, the Chair of the Standing Policy Committee on Public Works, the Councillor for Fort Rouge Ward, The Forks-North Portage Partnership, Centre Plan, the Downtown Business Improvement Zone and Enterprise St. Boniface. In May, 1999, the Task Force selected DS-Lea Consultants Ltd. to undertake the study.

The study was undertaken over the subsequent seven months with eight meetings of the Task Force, as well as input from numerous stakeholders. A report was submitted by the consultant dated January, 2000, and was included with the administrative report considered at the January 11, 2000, meeting of the Standing Policy Committee on Public Works. At that time, the Standing Policy Committee on Public Works recommended approval of the roadway network identified as Option L (Figure 1) to connect the new Provencher Bridge and Main Street.

A subsequent detailed review of the technical analysis, which formed the basis of the recommendations in the consultant's report, revealed a number of errors. In addition, the preliminary cost estimates developed for the Options were incomplete, more current traffic count information for the area became available, and two new Options were identified. As a result, the consultant revised the report and submitted a replacement document to the Task Force dated March, 2000.

On April 11, 2000, the Standing Policy Committee on Public Works rescinded its decision of January 11, 2000, and recommended that Option L (Figure 1), Option A (Figure 2), Option A-Modified (Figure 3) and Roundabout Option (Figure 4) as defined in the report prepared by DS-Lea Consultants Ltd. titled "Evaluation of Alternative Roadway Networks Connecting Provencher Bridge and Main Street, March 2000", be more comprehensively

Report of the Standing Policy Committee on Public Works dated July 4, 2000

assessed as part of the preliminary engineering design of the Provencher Bridge Project. This assessment was to include the geometric design and traffic engineering analysis of the project from Main Street to avenue Taché. The Committee recommended that this assessment and a recommendation on a final preferred Option, including cost estimates, be included as part of a report to the Committee following completion of the Provencher Bridge preliminary engineering design.

The Executive Policy Committee at its meeting held on May 17, 2000, considered the recommendations of the Standing Policy Committee and referred the matter of alternative roadway networks to the Provencher Bridge and Main Street back for consideration of updated administrative reports in connection therewith. Pursuant thereto, Council at its meeting held on June 21, 2000, concurred in the recommendations of its Executive Policy Committee and filed Clauses 3 and 7 of the Reports of the Standing Policy Committee on Public Works dated January 11 and April 11, 2000 respectively.

In his subsequent report to the Standing Policy Committee, the Director of Public Works advises that Wardrop Engineering Inc., the consultant responsible for the Provencher Bridge preliminary engineering design, has been assigned to undertake the assessment of Options identified in the report to the Standing Policy Committee on Public Works considered at its April 11, 2000, meeting. A copy of the final report dealing with this assessment titled "Preliminary Design – Provencher Bridge Project, Evaluation of Alternative Roadway Networks Connecting Provencher Bridge and Main Street, June, 2000" by Wardrop Engineering Inc., has been provided to all members of Council, a copy of which is on file in the Office of the City Clerk.

As detailed in the said report, the Task Force met on April 20, 2000, with a view to achieving a consensus on a recommended Option. At that meeting, it was determined that consensus could not be reached on Option L as reasonable traffic efficiency could not be achieved, nor on Options A and A Modified as these did not satisfy the community values criterion. A detailed outline of the factors considered in evaluating the Options using these two criteria is included in Appendix "A" of the report submitted by Wardrop Engineering Inc. The Task Force requested that Options R and A/L (Figure 6) be examined in further detail, in particular with respect to reasonable traffic efficiency and safety of pedestrians.

At its meeting held on April 25, 2000, the Task Force was advised that further analysis of Option R indicated that this intersection would fail with significant delays to traffic eastbound on York Avenue and northbound on Pioneer Boulevard approaching the roundabout during the P.M. peak hour. It was concluded by the Task Force that Option A/L would be the recommended Option as it better addresses the issues of reasonable traffic efficiency and safe pedestrian crossing than Option R. The Task Force requested that a roundabout operation at the York Avenue/Pioneer Boulevard intersection, which became Option A/L-R (Figure 7), be further examined since it would potentially eliminate a stop for motorists at the otherwise signalized intersection and would add intrinsic value as the gateway to The Forks.

Subsequently, Wardrop Engineering Inc. was requested to undertake a further more detailed evaluation of Options A, A-R (Figure 5 - which utilizes a roundabout intersection at Pioneer-Water/Pioneer Boulevard instead of traffic signals), A/L and A/L-R using evaluation criteria identified by the Task Force. A detailed definition of each of the five criteria is also provided in the report by Wardrop Engineering Ltd. A summary of the evaluation is illustrated on Table 1 provided, and indicates that Option A/L-R is rated higher than the other three Options.

Based on this evaluation, Option A/L-R is recommended as the future roadway network for linking the new Provencher Bridge and Main Street. It would be most appropriate to proceed with implementation of Option A/L-R concurrently with the construction of the Provencher Bridge. In so doing, a saving of approximately $750,000.00 would be realized by reducing the amount of temporary roadways required to connect the new Provencher Bridge with the existing roadway system on an interim basis (until Option A/L-R is constructed) as is reflected in Table 1. In addition, by constructing the roadway network concurrently with the new Provencher Bridge, the disruption to the travelling public would be confined to one period of time (2001-2003) rather than two time periods.

The implementation of Option A/L-R concurrently with the construction of the new Provencher Bridge will require a funding source for $7.15 million. A report identifying potential funding sources to implement Option A/L-R will be forwarded for approval prior to commencement of detailed design of this Option in September, 2001. The implementation of Option A/L-R is not cash flow forecasted in the approved 2001-2005 Five Year Capital Forecast.

Report of the Standing Policy Committee on Public Works dated July 4, 2000

The Standing Policy Committee on Public Works recommends:

I. That Option A/L-R, as illustrated on Figure 7, be approved for implementation as the future roadway network linking the new Provencher Bridge and Main Street, with the proviso that Pioneer Avenue be relocated as far south as physically possible to allow for expansion of the CanWest Global Park.

II. That Option A/L-R be added to the 2001-2005 Five Year Capital Forecast and be implemented concurrently with the construction of the Provencher Bridge.

III. That funding sources for $7.15 million, the cost of implementing Option A/L-R, be identified and approved following completion of detailed engineering design and award of contract for construction of the new Provencher Bridge.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

A copy of the documents referred to in the above clause are on file in the office of the City Clerk.

Moved by Councillor Angus,
That the clause be referred to the Executive Policy Committee.

Carried.

(See Minute No. 812 for attachment)

Amendment to the Streets By-law No. 1481/77 – Administration Fees for Cut Permits Taken After the Fact and Use of Streets Permits File ST-5.3 (Vol. 8)

783 - 9. The Public Works Department 2000 - 2002 Business Plan identified that an administration fee be established for cut permits taken after the fact and for the use of streets permits, to recover the actual administrative cost of issuing these permits. Pursuant thereto, Council at its meeting held on March 15, 2000, approved the proposed fees as detailed in the administrative report dated January 27, 2000. Inadvertently, Schedule "A" to the said report contained errors and the related By-law No. 7587/2000 was enacted by Council pursuant thereto.

In order to correct the errors a further amendment is proposed as outlined herein. It is anticipated that by initiating these proposed fees, the following additional annual revenues will be generated to the City:

- Administration Fee for Cut Permits Taken After the Fact $10,000.00
- Administration Fee for the Use of Streets Permits $ 8,000.00

The Standing Policy Committee on Public Works recommends:

I. That the Streets By-law No. 1481/77 be amended to enact a $12.00 Administration Fee for Use of Streets Permits, and a $200.00 Administration Fee on Cut Permits Taken After the Fact, as detailed on Schedule "A" hereto, effective May 1, 2000.

II. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary amending by-law in accordance with the foregoing for submission directly to Council for approval.

III. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Moved by Councillor Angus,
Adoption of the clause.

Carried.

(See Minute No. 813 for attachment)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

784 - On motion of Councillor Angus, the following by-laws were read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:-

By-law No. 7669/2000, a by-law of The City of Winnipeg to amend By-law No. 1481/77, being the City of Winnipeg Streets By-law. File SC-2 (Vol. 8)

By-law No. 7670/2000, a by-law of The City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law. File ST-7.2 (Vol. 14)

By-law No. 7674/2000, a by-law of The City of Winnipeg to delegate authority to the Chief Financial Officer to approve the award of contract for the Pointe du Bois Powerhouse Post-Tensioning Project - Tender No. 0495-2000. File GL-9 (Vol. 14)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

785 - Councillor Vandal questioned if flowers were going to be planted on the Norwood Bridge and Councillor Angus took the question under advisement.

Councillor Prystanski questioned if Winnipeg Transit would be tendering their advertising agreement when it expires on December 31, 2000, or if it is anticipated that they will be renewing the existing contract.

Councillor Angus advised that the previous contract allowed for an extension if the price, terms and conditions were reasonable. He stated the matter would go before the Standing Policy Committee on Public Works in September or October, and if the Committee was satisfied with the information, then they would award the contract. If Committee was not satisfied with the information, the contract would be tendered.

Councillor De Smedt questioned where the Provencher Bridge project would be going from here given there was significant community interest in a pedestrian bridge.

Councillor Angus responded that the pedestrian bridge issue was dead and that there would not be a further opportunity to consider the matter until the next Council meeting in late September. With respect to the existing Provencher Bridge, Councillor Angus stated that he would ask the Administration to prepare a report as quickly as possible with a recommendation on what is to be done with the existing bridge.