REPORT "A" OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JULY 8, 1997

On motion of Councillor Clement, the Report "A" of the Committee on Works and Operations, dated July 8, 1997, was considered.

Change in Full-Time Truck Route designation of Hespeler Avenue
File ST-5.2 (Vol. 24)

996 - 1. The Committee on Works and Operations has been advised that on June 14 and September 13, 1994, the East Kildonan-Transcona Community Committee considered a petition submitted by Mr. J. English, a resident on Hespeler Avenue, purporting to contain the signatures of 69 residents on Hespeler Avenue requesting that the City Council enact the following:

> "That Hespeler Avenue between Main Street and Henderson Highway be restricted to trucks having no more than 6 wheels at all times, and that it be closed to all truck traffic on weekends and between the hours of 6:00 p.m. and 6:00 a.m. on weekdays."

At that time the Community Committee requested an administrative report on the feasibility of restricting truck traffic only to vehicles with no more than 6 tires on Hespeler Avenue between Main Street and Henderson Highway between 06:00 and 18:00, Monday to Friday inclusive.

The report from the Administration dated August 10, 1994, advised that Hespeler Avenue between Main Street and Henderson Highway is a Regional Street and Full-Time Truck Route which includes the Redwood Bridge crossing of the Red River.

It was the opinion of the Administration, that truck travel in Winnipeg should be confined to arterial (Regional) streets as much as is practical since they are constructed with thicker and wider pavements. It is generally reasonable and appropriate in the planning of an urban area to provide a grid of arterial street and Truck Routes with a separation of approximately 1.6 kilometres between adjacent parallel arterial streets to:

1) minimize the need to construct streets having the higher arterial standard, including thicker and stronger pavement and wider roadways, required to accommodate larger trucks on a regular basis;

2) maximize utilization of arterial streets for "through" trips by trucks and thereby minimize such trips on local streets; and

3) provide no more than approximately 0.8 kilometres of travel on local streets to reach an arterial street or Truck Route from any point within a residential or commercial development.

Hespeler Avenue fulfils the criteria used by the Streets and Transportation Department for establishing a Full-Time Truck Route, namely:

a) A Regional Street connecting two or more communities or two or more other Regional Streets. Hespeler Avenue connects Main Street and the West Kildonan community with Henderson Highway and the East Kildonan community.

b) A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with one or more suburban communities. Hespeler connects the East Kildonan business district with the Central Business District.

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c) A Regional Street providing a crossing of the Red or Assiniboine River or a grade separation of a major railway barrier. Hespeler Avenue includes the Redwood Bridge crossing of the Red River.

The Administration also advised that part-time truck route designations may be considered if there are adequate alternate routes for truck traffic. If Hespeler Avenue were a part-time truck route (i.e. 07:00 to 19:00, Monday to Saturday) only for trucks with no more than 6 tires, the nearest east-west Full-Time Truck Route would be Higgins Avenue to the south and Chief Peguis Trail to the north, which are separated by a distance of 5.8 kilometres which is considerably more that the desirable 1.6 kilometres. Trucks with more than 6 tires now using Hespeler Avenue and trucks operating at night and on Sunday would be required to take a more circuitous routing, thereby adding to the trip length and travel time, the cost of which will ultimately be reflected in the price of goods and services to the consumer.

The Administration recommended that there be no change in the Full-Time Truck Route status of Hespeler Avenue between Main Street and Henderson Highway at that time.

The East Kildonan-Transcona Community Committee did not support the recommendation from the Administration and referred the matter to the Ad Hoc Committee on RTAC Truck Routes for consideration during its review of Truck Routes throughout the City.

On July 4, 1995, the Community Committee again considered the petition submitted by Mr. J. English together with the administrative report dated August 10, 1994 and recommended to the Committee on Works and Operations that the Full-Time Truck Route designation on Hespeler Avenue between Main Street and Henderson Highway be changed to a Part-Time Truck Route. It was the opinion of the Community Committee that truck travel on Henderson Highway could proceed over the Disraeli Bridge to access Main Street as well as truck travel on Main Street could use Logan Avenue to access Disraeli Street and Henderson Highway, therefore using only regional streets rather than residential streets.

On July 25, 1997 the Committee on Works and Operations referred the matter to TransPlan 2010, however no response has been received to date.

On June 17, 1995, the East Kildonan-Transcona Community Committee again considered the matter and reiterated its initial recommendation from the July 4, 1995 meeting that the Full-Time Truck Route designation on Hespeler Avenue between Main Street and Henderson Highway be changed to a Part-Time Truck Route.

The Committee on Works and Operations recommends:

I. That the Full-Time Truck Route designation on Hespeler Avenue between Main Street and Henderson Highway be changed to a Part-Time Truck Route between the hours of 6:00 p.m. and 6:00 a.m.

II. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law for submission to Council to amend the appropriate Schedule(s) of the City of Winnipeg Traffic By-law No. 1573/77 accordingly.

III. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

On July 16, 1997, the Executive Policy Committee laid over Report "A" of the Committee on Works and Operations dated July 8, 1997, and referred the matter to the Administration for report back.

On September 17, 1997, the Executive Policy Committee considered a report from the Chief Commissioner, dated August 29, 1997.

The Executive Policy Committee did not concur in the recommendations of the Committee on Works and Operations and recommends:

I. The current policy utilized by the Streets & Transportation Department for recommending the establishment of Truck Routes be maintained.

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II. There be no change in the existing Full-Time Truck Route status on Hespeler Avenue/Redwood Bridge/Redwood Avenue between Henderson Highway and Main Street at this time.

Moved by Councillor Thomas,

Adoption of the recommendation of the Committee on Works and Operations.

The motion for the adoption of the clause was put.

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

Yea: Councillors Lubosch, Murray, Thomas and Vandal. 4

Nay: Councillors Prystanski, Clement, O'Shaughnessy, Phillips, Silva, Timm-Rudolph, Deputy Mayor Eadie, Her Worship Mayor Thompson and Councillor Angus. 9

and the motion for the adoption of the clause was declared lost.

REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED SEPTEMBER 9, 1997

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated, September 9, 1997, was considered clause by clause.

Moved by Councillor Clement,
That the Consent Agenda, Clauses 1,2,3,4 and 5 be adopted.

Councillor Murray requested that Clause 3 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2,4 and 5 was put and declared carried.

Approval for Funding for Supplementary Watermain Renewals in Various Locations
File WW-2.4 (Vol. 28)

997 - 1. The Committee on Works and Operations has been advised that on March 26, 1997, City Council approved the 1997 Capital Estimates which included funding for watermain renewals in the amount of $7,200,000.00.

Since the time of preparation of watermain renewal locations for the 1997 Capital Estimates, additional locations have been identified as having the need for renewal before the time of approval of the 1998 Capital Estimates and next construction season.

Nine (9) locations have been identified for watermain renewal as follows:

Dumas Avenue from Pembina Highway to Hudson Street - the original year of installation of the watermain is 1962, the material type is cast iron and the joint type is Universal. The rate of leak frequency is 8.38 leaks/km/year. The Local Water and Sewer Division has completed extensive repairs to this watermain in the section to the east of the intersection of Hudson Street and also the intersection itself. The Dumas Avenue watermain is currently capped off at the Hudson Street watermain due to the inability to effectively make the connection without further risking disruption to the existing watermain.

Crestview Park Drive from Voyageur Avenue to Inch Bay - the original year of installation of the watermain is 1963, the material type is cast iron and the joint type is Universal. The rate of leak frequency is 13.60 leaks/km/year. Ten (10) watermain repairs have been completed in this section of watermain. Difficulties have been encountered in completing these repairs due to the proximity of the watermain to Sturgeon Creek and the depth of the watermain. The intersection at Voyageur Avenue was previously renewed in 1987. The cast iron watermains in Voyageur Avenue and Deerhorn Lane are isolated pieces of cast iron, Universal joint pipe. Renewing these locations will eliminate the potential for any future leaks, typical of Universal joint pipe, that may occur with the migration of the pipe failures once the Crestview Park Drive watermain is renewed.

Rue Despins from Rue Aulneau to Rue Jeanne D'Arc - the original year of installation of the watermain is 1958, the material type is cast iron. The rate of leak frequency is 5.12 leaks/km/year.

The watermain in the intersection of Rue Aulneau and Rue Despins is currently turned off due to a leak under the pavement and at the current rate of leak frequency it is believed that it will be more cost effective to initiate a complete renewal than to complete an additional temporary repair.

St. Anne's Road from Handyside Avenue to Sherwood Place and Sherwood Place from St. Anne's Road to 120 WWL St. Anne's Road - the original year of installation of the watermain in St. Anne's Road at this point is unknown, the material type is cast iron. The St. Anne's Road watermain in the intersection of Sherwood Place is currently turned off due to the inability to complete the repair due to a conflict in the alignments with an MTS telephone ductline. The diameter of this watermain is 150mm and it has been identified that the diameter requires upsizing to achieve fire flow requirements. As part of the 1996 Capital Estimates the Department completed a watermain renewal in Sherwood Place to a point 120m WWL St. Anne's Road, not anticipating the leaks that

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would occur in the intersection. It is therefore desirable at this time to include the remaining portion of Sherwood Place so that the entire watermain from St. Mary's Road to St. Anne's Road will be renewed. To cause disruption to area residents for what could be the fourth occurrence, should this section of watermain not be included and further leaks occur, would be inappropriate.

Warde Avenue from the west line of Dakota Street to the east line of Dakota Street - the existing 300mm PVC watermain was installed under an MTS manhole which is presumed to have settled and caused a failure in the watermain beneath resulting in a major leak. The intersection is currently turned off. It is recommended to renew the watermain on an offset south of the intersection, so as to eliminate any problems with this manhole as well as be beyond the limits of any future pavement widenings through the intersection.

Talbot Avenue from Elmwood Rd to 120m east of the east line of Watt St - the original year of construction is 1908 and the material type is cast iron. The rate of leak frequency is 4.11 leaks/km/year. A major break occurred in February 1997 in this section of watermain and due to the elevation of the pavement of Talbot Avenue leading up to the railway crossing, caused overland flooding to adjacent properties. A total of five repairs have been completed within the last eight years.

Grosvenor Avenue from Cambridge Street to Oxford St - the year of installation is 1932 and the material type is cast iron. The leak frequency rate is 6.32 leaks/km/year. This watermain renewal is proposed in conjunction with the street rehabilitation project of the Streets and Transportation Department. As part of the 1997 Street Infrastructure Renewal Program, Grosvenor Avenue from Cambridge Street to Ash Street will receive pavement rehabilitation. As such, it is desirable to renew the remaining portion of original cast iron watermain of which the balance was previously renewed.

The financial status of the watermain renewal projects is as follows:

Watermain Allowance for Unforseen Available		$1,079,194.00
Estimated Project Cost		
Dumas Avenue	$171,000.00	
Crestview Park Drive	62,000.00	
Deerhorn Lane	24,000.00	
Voyageur Avenue	28,000.00	
rue Despins	86,000.00	
St. Anne's Road/Sherwood Place	84,000.00	
Warde Avenue	50,000.00	
Talbot Avenue	55,000.00	
Grosvenor Avenue	35,000.00	
Total Estimated Project Cost	$595,000.00	$595,000.00
Estimated Allowanced for Unforseen Residual		$484,194.00

During the course of the 1997 construction season and since the time of the preparation of the 1997 Capital Estimates in June of 1996, additional watermains have demonstrated the need for renewal due to rates of leak frequency or in two (2) instances, difficulties in effecting a repair due to conflict with another utility.

Council approval is required for projects funded from the 1997 Watermain Renewal Allowances for Unforseen.

The Committee on Works and Operations recommends:

I. That funding in the amount of $595,000.00 for the renewal of the watermains as outlined on Schedule "A", be accommodated through the Watermain Renewal Allowances for Unforseen.

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II. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

Construction of sidewalk on the west side of Raleigh Street from the first lane south of Linden Avenue to the first lane north of Dunrobin Avenue
Files SC-3.12(Vol. 12) & SL(1997)(Vol. 1)

998 - 2. The Committee on Works and Operations has been advised that the East Kildonan-Transcona Community Committee, at its meeting held on June 17, 1997, referred the referenced matter to the Streets and Transportation Department for review and report.

The Administration has advised that the proposed sidewalk will front Centennial Park on the west side and the Canadian Pacific Lac Du Bonnet Subdivision Railway on the east side. It's completion will result in a continuous sidewalk on the west side of Raleigh Street from Oakland Avenue to Kimberly Avenue, as outlined on Schedule "A".

Raleigh Street is a relatively busy collector street. There is a well-worn path in the grassed boulevard area as a result of pedestrian traffic which is obviously avoiding the normal practise of walking on the street side of the curb where the sidewalk is lacking.

Provision of a sidewalk will (1) ensure an enhanced safe route for those pedestrians who require a hard walking surface and are currently using the street pavement, (2) improve the aesthetics by eliminating the mud path in the grassed boulevard area and (3) ensure that a safe pedestrian thoroughfare can be maintained year-round which is especially important in the winter months when, in the absence of sidewalks, walking on snow covered streets increases the hazard to pedestrians.

Based on estimated 1998 local improvement rates, the cost of the sidewalk will be approximately $13,000.00. Assessment would be against both the lands to the west and to the east of Raleigh Street. The land on the west side is City Park property and the assessment against this land would be borne by the City. The land on the east side is CP Railway property and it is expected that consistent with past practices and the policy adopted by City Council on March 21, 1984, it's assessment will be deferred until such time as the property becomes suitable for building purposes. In the meantime the portion of the cost assessable against CP Railway will be assumed by the City. Notwithstanding that the entire cost of the sidewalk will be borne by the City, it is nevertheless recommended that the works be advertised as a local improvement to enable recovery to the City if and when there may be a land use change either for the Park or the CP property.

The Administration have advised that if approved, it will be necessary to utilize funds from the City's Capital Budget for the sidewalk and that funds cannot be utilized from the Local Improvement Budget Section in view of the fact that this project fails to satisfy Clause 372 (1) of the City of Winnipeg Act. This Clause stipulates that the City's share of a sidewalk local improvement shall not exceed 4/7 of the entire cost.

The Committee on Works and Operations recommends:

I. That a sidewalk be constructed on the west side of Raleigh Street from the first lane south of Linden Avenue to the first lane north of Dunrobin Avenue, being an approximate total length of 540 feet.

II. That the work be advertised as a local improvement for potential future cost recovery purposes in the next newspaper advertisement scheduled for the Fall/Winter 1997/1998.

III. That funding for the project be approved from the City's 1998 Capital Budget.

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IV. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

Bishop Grandin Boulevard/Kenaston Boulevard connection - Scurfield Boulevard to Waverley Street
File SC-2 (Vol. 7)

999 - 3. The Committee on Works and Operations has been advised that the connection of Bishop Grandin Boulevard to Kenaston Boulevard is the last remaining link in the circumferential regional street network serving west and south Winnipeg as outlined on Schedule “A”.

This facility will provide a more appropriate arterial link to the commercial, industrial and residential areas of this part of the city including the Airport and the University of Manitoba. It will substantially reduce traffic on Scurfield Boulevard east of Kenaston Boulevard, an industrial collector which currently is carrying much of this regional traffic. It will also alleviate the current peak hour traffic congestion levels experienced at the Waverley Street / Scurfield Boulevard intersection.

The Project includes the extension of the four-lane divided Kenaston Boulevard to the south and east to connect to the four-lane divided Bishop Grandin Boulevard.

The Bishop Grandin Boulevard/Kenaston Boulevard Connection is currently included in the 1998 and 2002 components of the 1997-2002 Five Year Capital Forecast.

In a letter to the Mayor on May 2, 1997, the Provincial Government advised that a maximum of $4,580,500 from the remaining uncommitted Urban Capital Projects Allocation II (UCPA II) funds, would be committed toward the cost of constructing the Bishop Grandin Boulevard/Kenaston Boulevard Connection to allow completion of the project “in time for the Pan American Games in 1999".

In light of the fact that this Provincial contribution represents approximately 57% of the total funding for the project, the Administration has recommended that the City of Winnipeg accept the proposal from the Minister of Urban Affairs contained in the May 2 letter to the Mayor.

The 1997-2002 Five Year Capital Forecast contains no provision for funding of this project in 1997, $1,750,000 in 1998, with the remaining allocation ($5,000,000) in 2002, a total of $6,750,000. A recent review of the estimate for the project has concluded that the total has increased to $8,020,000 from the original amount of $6,750,000 included in the 1997-2002 Five Year Capital Forecast. The increase reflects a more current, detailed estimate of the individual project components. This includes construction of the four lane divided roadway, rail crossing and box culvert as well as lighting, traffic signals, land acquisition, the relocation of the current snow dump site, and engineering fees.

In a letter to the Mayor on August 19, 1997, the Province indicated that it is prepared to cover project costs incurred in 1997 of up to $1,000,000 for preparatory work including engineering consulting services. Claims of 100% share will be covered by the Province until the end of the City’s 1997 fiscal year. Following allocation of funds from the City’s 1998 Capital Budget toward this project, subsequent claims would be reapportioned to reduce the Provincial share to a maximum of $4,580,500.

In order to complete this project by August, 1999, the Administration has recommended that a supplemental 1997 Capital project be created to allow the commencement of preliminary and detailed engineering design, snow dump site relocation and property acquisition as soon as possible.

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The overall funding requirements are as follows:

1997 Funding Requirements:

1997 Requirement	Amount
Provincial	$1,000,000
City of Winnipeg	$0

1998 Funding Requirements:

Given the total estimated cost of $8,020,000 and the Provincial funding limit of $4,580,500, the City's share in 1998 would be $3,439,500. As described above, $1,750,000 has been included in the 1998 component of the 1998-2002 Five Year Capital Forecast. An additional $1,689,500 is therefore required in 1998 to cover the total City share.

1998 Requirement	Amount
Provincial	$3,580,500
City of Winnipeg	$3,439,500

The Administration has recommended that this amount be a first call on the 1998 Capital Budget.

2002 Funding Requirements:

Currently there is an amount of $5,000,000 in the year 2002 component of the 1998-2002 Five-Year Capital Forecast allocated to this project. There would be no funding required for this project in 2002, however, $1,689,500.00 would have to be advanced to 1998 to cover the City's funding requirements in that year (see above). The Administration has recommended that the remaining $3,311,000 (rounded up to the nearest $1,000) be reallocated to other Streets and Transportation projects in the year 2002.

The Committee on Works and Operations has been advised that in order for the project to be completed prior to the Pan Am Games, a supplementary 1997 Capital project must be created and the necessary funding must be added to the 1998 Capital Budget.

The Committee on Works and Operations recommends:

I. That the City of Winnipeg accept the proposal contained in the May 2, 1997 letter to the Mayor from the Minister of Urban Affairs to cost share the above-referenced project, utilizing Urban Capital Projects Allocation II funds, for completion in time for the Pan American Games in 1999.

II. That the Bishop Grandin Boulevard/Kenaston Boulevard Connection (Scurfield Boulevard to Waverley Street) be established as a supplementary 1997 Capital project.

III. That the 1998 provision ($1,750,000) for this project in the 1998-2002 Five Year Capital Forecast be increased by $1,689,500 to a total of $3,439,500 representing the City share of the project and that this amount be a first call on the 1998 Capital Budget.

IV. That the 2002 component of the 1997-2002 Five Year Capital Forecast for this project ($5,000,000) be reduced to $3,311,000 and reallocated to other Streets and Transportation projects in that year.

V. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Moved by Councillor Clement,

Adoption of the clause.

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

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

Councillor Murray asked to be recorded as having voted against the clause, in accordance with Rule 50.7 of the Procedure By-law.

(See Minute No. 1030 for attachment)

Additional Appropriation - 1997 Snow Clearing and Ice Control Activities
Files FE-1 (Vol. 29) & SC-3.6 (Vol. 17)

1000 - 4. The Committee on Works and Operations has been advised that funding in the amount of $17,387,094 was approved for snow clearing and ice control activities in 1997. This level of funding was primarily based on historical expenditures and adjusted to reflect the adverse winter conditions experienced earlier this year. The "Blizzard of the Century" in April resulted in considerable unexpected expenditures and substantially depleted the funds available for the balance of 1997. Therefore the existing funding is not adequate enough to maintain service levels as required under the City's existing Snow Removal Policy, as approved by Council.

The present budget status is as follows:

1997 Budget	$17,387,094
Expenditures to Date (Aug. 27)	14,749,277
Balance Available	$ 2,637,817

Based on average snowfall accumulations for the balance of the year and a continuation of existing service levels, it is anticipated that necessary expenditures would be in the order of $6,492,229 for the remainder of 1997. This would result in an anticipated expenditure of $21,143,094 and a funding shortfall of $3,756,000 as outlined on Schedule "A". Therefore, the Administration has recommended that additional funds in the amount of $3,756,000 be approved in order to provide snow clearing and ice control services for the remainder of the 1997 budget year.

The Committee on Works and Operations recommends:

I. That an additional appropriation in the amount of $3,756,000 be approved to cover an anticipated shortfall in funding for the 1997 Snow Clearing and Ice Control Program.

II. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Adopted by consent.

Award of Contracts for the Clearing and Hauling of Snow on portions of the Regional and Local Street Systems during the 1997/1998 Winter Season
Files GL-9 (Vol. 10) & SC-3.6 (Vol. 17)

1001 - 5. The Committee on Works and Operations has been advised that tenders for the clearing and hauling of snow on portions of the Regional and Local Street Systems were advertised on Tuesday, August 5, 1997 and Monday, August 11, 1997. The contracts were priced primarily on the basis of one snow clearing operations on the Priority I (Regional) street system, three clearing operations on the Priority II (Bus Route and Collector) street system and three snow clearing operations on the Priority III (Residential) street system which is considered representative of the average work requirement based on the experience of the last ten years. Hourly equipment work for truck plows, snow hauling and loader and grader works was also included in the contracts.

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The Contracts contain a "Minimum Payment" clause which provides the Contractor with a guaranteed payment of 40% of the contract price. All payments to the contractor, hourly and otherwise, are offset against the minimum payment.

Bids for the clearing and hauling of snow were received from ten (10) contractors and a summary of the tender submissions for each contract is outlined on Schedule “A”. The tenders recommended for acceptance in each case are the low bids meeting all of the requirements of the specifications. The listings of the sub-contractors identified by the low bidders for P.D. 97-126 and P.D. 97-129 are outlined on Schedule “A”. There were no sub-contractors listed by any of the other low bidders in the Tender Submissions.

Tender No. P.D. 97-130 was tendered with two alternatives. Alternative I was bid as a normal one year contract. Alternative II was bid as a two year contract in which the quantities and unit prices would become annual quantities and annual unit prices to arrive at a Total Annual Bid Price which would be for each year of a two year contract. Four bids were received for each alternative from four bidders. Mulder Construction and Materials Ltd., was the low bidder on Alternative I at $284,720.64. Kildonan Equipment Rentals Ltd., was the low bidder on Alternative II at $289,843.00 (error in calculation of Total Annual Bid Price). The Streets and Transportation Department considers that the award of Alternative I is in the best interest of the City.

A historical summary of the unit prices for each contract is outlined on Schedules “B” and “C”. The weighted average unit prices on a City-wide basis are outlined on Schedule “D”. The historical average unit price changes for the upcoming season and for the past eleven seasons are as follows:

1997/98 over 1996/97	1.9% Reduction
1996/97 over 1995/96	24.8%
1995/96 over 1994/95	2.2%
1994/95 over 1993/94	2.2%
1993/94 over 1992/93	2.8%
1992/93 over 1991/92	0.9% Reduction
1991/92 over 1990/91	7.7% Reduction
1990/91 over 1989/90	13.9%
1989/90 over 1988/89	1.7%
1988/89 over 1987/88	1.5%
1987/88 over 1986/87	17.8%
1986/87 over 1985/86	6.1%

The 1996/97 average price increases were related to factors which include the previous harsh winter with abnormally high snowfall, a culmination of prior policy changes to the plowing of Priority III streets (bare pavement policy) and the operational changes that have resulted from the use of truck plows. The average reduction of 1.9% in the 1997/98 average prices is considered to be reasonable as the 1996/97 winter was equally as harsh with some very difficult plowing conditions.

Each of the seven low responsive bids were not 1.9% lower than last year’s contract prices. Some were significantly lower while others showed moderate increases. The following table identifies the increase for each contract over the previous year:

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Contract No.	Area	Low Bidder (1997/98)	% Change
P.D. 97-125	North Area (North)	Southwood Construction and Utilities Ltd.	-4.8%
P.D. 97-126	East Area (South)	J.C. Paving Ltd.	8.9%
P.D. 97-127	South Area (West)	Hugh Munro Construction Ltd.	0%
P.D. 97-128	North Area (East)*	L. Chabot Enterprises Ltd.	-18.2%
P.D. 97-129	South Area (East)	Bryan Wood Vehicle Rentals Ltd.	5.3%
P.D. 97-130	East Area (North)	Mulder Construction and Materials Ltd.	-3.6%
P.D. 97-131	North Area (West)*	Mulder Construction and Materials Ltd.	4.2%

** Change in contractual area for Priority II and III streets from 1996/97.*

The three contracts showing increases were the contracts that had the lowest increases (8.3% to 16.6%) in 1996/97. The three contracts showing decreases were the areas that had the highest increases (29.5% to 32.3%) in 1996/97.

The lapse dates of the seven tenders are: October 12, 1997 for P.D. 97-125;
October 13, 1997 for P.D. 97-126;
October 14, 1997 for P.D. 97-127;
October 18, 1997 for P.D. 97-128;
October 19, 1997 for P.D. 97-129;
October 20, 1997 for P.D. 97-130
and October 21, 1997 for P.D. 97-131.

It should be noted, however, that the contract services are expected to commence on October 15, 1997 as identified in the tender documents.

The Manager of the Materials Management Division has advised that each of the Tender Submissions included a Bid Security and a Written Undertaking to provide Performance Security. The Manager of Legal Services has advised that all of same are in order. The Expenditure Management Committee has approved this work (EMC reference numbers 97-07-90 thru 97-07-96 inclusive).

The tenders being recommended are the low tenders meeting the applicable bidding requirements. The recommended low bidders have the necessary experience and resources to complete the Contracts satisfactorily. All of the documents of the low bidders are in order. In P.D. 97-130 Mulder Construction and Materials Ltd. and Kodiak Construction Inc. failed to acknowledge receipt of Addendum No. 2. However, this Addendum was related only to Alternative II, which is not being recommended for award. None of the other tender submissions were found to be sufficiently incomplete or incorrect to consider the bids received as being non-responsive.

It is estimated that a minimum of $200,000.00 based on a below normal snowfall or approximately $700,000 based on a normal snowfall will be spent on contract work from the 1997 Snow Clearing and Ice Control Budget for the remainder of 1997. The Departmental Controller has confirmed that there are currently sufficient funds in the 1997 Snow Clearing and Ice Control Budget to cover these estimates. However, an additional appropriation will be required to complete the total work that would be required City-wide for a normal snowfall. The remaining expenditures for 1998 in the contracts have been budgeted in the 1998 Current Estimates for Regional and Local Snow Clearing and Ice Control.

The contracts that are being recommended for award are unit price maintenance service contracts. The total amount of the Bids ($1,850,058.28) will not necessarily be the total value of the work completed and paid. The minimum amount paid to the Contractors will be based on the 40% guaranteed minimum (or $740,023.31) in the Contracts. Any amount paid to Contractors above the guaranteed minimum will be dependent on the quantity of snowfall received in the 1997/98 winter season.

The Streets and Transportation Department has therefore recommended that contracts be awarded to the Contractors identified for the clearing and hauling of snow on portions of the Regional and Local Street Systems in the respective Areas of the City of Winnipeg pending approval of an additional appropriation requested in this connection.

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Since the funding for the Contracts spans two fiscal years, the 1997 funding for the Contracts will require an additional appropriation for the Snow Ice Control Program and the 1998 Current Estimates are not yet approved, and therefore Council approval is required.

The Committee on Works and Operations recommends:

I. That Contracts be awarded to the Contractors listed below which submitted the lowest evaluated responsive Bids meeting all of the requirements of the published Tender Packages for the clearing and hauling of snow on portions of the Regional and Local Street Systems in the respective Areas of the City of Winnipeg.

Contract No.	Area	Contractor	Total Bid Price
P.D. 97-125	North Area (North)	Southwood Construction and Utilities Ltd.	$293,908.75
P.D. 97-126	East Area (South)	J.C. Paving Ltd.	$228,454.49
P.D. 97-127	South Area (West)	Hugh Munro Construction Ltd.	$230,146.55
P.D. 97-128	North Area (East)	L. Chabot Enterprises Ltd.	$271,579.50
P.D. 97-129	South Area (East)	Bryan Wood Vehicle Rentals Ltd.	$259,334.65
P.D. 97-130	East Area (North)	Mulder Construction and Materials Ltd.	$284,720.64
P.D. 97-131	North Area (West)	Mulder Construction and Materials Ltd.	$281,913.70
		TOTAL	$1,850,058.28

II. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Copy of attachments referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

Restoration of various Retained Earnings Accounts utilizing year end surplus in General Revenue Fund File FT-1(Vol. 5)

1002 - ***Note: Clause 6 has been laid over by the Executive Policy Committee.***

Laid over by the Executive Policy Committee

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1003 - On motion of Councillor Clement, 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. 7082/97, a by-law of The City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith. File ST-2 (Vol. 21)

By-law No. 7083/97, 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-5.2 (Vol. 24)

By-law No. 7092/97, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1997. File SL(1997) (Vol. 1)

By-law No. 7096/97, a by-law of The City of Winnipeg to provide for the assessment by special rate of the cost of installing a Special Water Connection in the said City of Winnipeg. File SL-1

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

1004 - Councillor Steek requested an update on the status of the Consultant's report relative to the culvert situation as a result of the loss of Adam Young at the beginning of the year, the timeframe for the completion, and whether there were specific numbers of culverts in question.

Councillor Clement advised that a report had been brought forward to the Commissioner about a week ago and that the administration had moved immediately, acting on the Consultant's report. He noted that it was his understanding that the report was going to be coming forward imminently, and that the timeframe was for completion in the fall. He further indicated that the culverts in question were those that led into manholes that go right into a larger pipe system, and not the culvverts that you might find on a granular surface roadway.