REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED FEBRUARY 7, 1995

On motion of Councillor Duguid, the Report of the Committee on Works and Operations dated February 7, 1995, was considered clause by clause.

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

Councillor Golden requested that Clause 4 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,2 and 3 was put and declared carried.

Her Worship the Mayor and Councillors:

Renewal of Collapsed Sewer on Pacific Avenue from 100m West to 275m West of McPhillips Street
File WS-5 (Vol. 16)

510 - 1. The Committee on Works and Operations has been advised that the existing Pacific Avenue Sewer was constructed in 1913 as a 900mm Combined Sewer. In 1985, the initial 100m of sewer west of McPhillips Streets collapsed and was renewed. On November 14, 1994, a section of pavement west of the partially renewed sewer collapsed and a large void was discovered under the pavement and above the sewer now requiring renewal.

The sewer was televised after the pavement sank and several collapsed sewer areas were discovered together with sections of pipe extremely deteriorated at the sides and overt. The existing 900mm sewer alignment is also directly between a high pressure gas main and a hydro duct which makes repairs and renewal extremely difficult. The Administration is of the opinion the sewer should be renewed on a new alignment and that the existing sewer be filled with bentonite. The Administration is further of the view that the work should be carried out prior to the spring of 1995 to avoid further pavement damage or possible damage to the gas main and hydro duct. A portion of the street width would remain closed on Pacific Avenue until renewal of the sewer can be carried out.

The total estimated cost for the sewer renewal project is $225,000.00, and the Combined Sewer Renewal Reserve Fund can accommodate the proposed expenditure.

The Committee on Works and Operations therefore recommends:

I. That the renewal of the sewer on Pacific Avenue from 100m West of McPhillips Street to 275m West of McPhillips Street be authorized so that immediate steps can be taken to renew said sewer which recently collapsed, with the required funding of $225,000.00 to be transferred to the project from the Combined Sewer Renewal Reserve.

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

Adopted by consent.

Report of the Committee on Works and Operations dated February 7, 1995

Addition to the 1995 Watermain Renewal Program
File WW-2.4 (35) (Vol. 1)

511 - 2. The Committee on Works and Operations has been advised that the 300mm Marion Street cast iron watermain located 102m to 188m east of Dupuy Avenue was installed in 1920, and has had two leaks in the last year which has resulted in a leak frequency of 4.71.

The subject watermain is located under the Marion Street pavement surface and the leaks are causing the roadway to deteriorate at an accelerated rate. Each time a leak occurs, the watermain must be shut down causing a serious inconvenience to local businesses.

It is the opinion of the Administration that the watermain be renewed to avoid future leaks, costly repairs and reduce any inconvenience to local businesses. Funding for this watermain renewal is available in the Watermain Renewal Reserve, which as at October 31, 1994, stood at $712,958.62.

The Committee on Works and Operations therefore recommends:

I. That the watermain on Marion Street from 102m East of Dupuy Avenue to 188m East of Dupuy Avenue be renewed in 1995, with the required funding of $48,000.00, to be drawn from the Watermain Renewal Reserve.

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

Adopted by consent.

Addition to the 1995 Watermain Renewal Program
File WW-2.4 (35) (Vol. 8)

512 - 3. The Committee on Works and Operations has been advised that the 200mm cast iron watermain on Browning Boulevard from Wordsworth Way to Rouge Road was installed in 1961, and has had five leaks in the last five years, resulting in a leak frequency of 12.0. The Browning Boulevard watermain is within the limits of a pavement rehabilitation which is under the 1995 Joint Municipal/Federal/Provincial Infrastructure Renewal Program.

The Committee was also advised that the 200mm cast iron watermain on Euclid Avenue from the East Line of Main Street to 10m east of the East Line of Austin Street, which was installed in 1900, has had only one leak in the last five years, resulting in a leak frequency of 0.9. Further, that the 150mm cast iron watermain on Bannatyne Avenue from the railroad crossing to Cecil Street was installed in 1911, and has had twelve leaks in the last five years, resulting in a leak frequency of 6.84.

A portion of the Euclid Avenue watermain and the watermain on Bannatyne Avenue are to be upgraded to 200mm and 250mm respectively to meet the fire demand criteria in the area. The watermains are also located under pavements which are scheduled for rehabilitation under the 1995 Joint Municipal/Federal/Provincial Infrastructure Renewal Program.

It is the opinion of the Administration that the watermain be renewed to avoid costly repairs to rehabilitated pavements due to future leaks on the watermain. Funding for these watermain renewals are available in the Watermain Renewal Reserve Fund, which as at December 31, 1994, stood at $727,956.54.

Report of the Committee on Works and Operations dated February 7, 1995

The Committee on Works and Operations therefore recommends:

I. That the following watermains be added to the 1995 Watermain Renewal Program, namely:

(a) Browning Boulevard from Wordsworth Way to Rouge Road;
(b) Euclid Avenue from the East Line of Main Street to 10m east of the East Line of Austin Street; and
(c) Bannatyne Avenue from the railroad crossing to Cecil Street.

II. That the required funds in the amounts of $46,000.00 for the Browning Boulevard watermain, $110,000.00 for the Euclid Avenue watermain, and $130,000.00 for the Bannatyne Avenue watermain, be drawn from the Watermain Renewal Reserve.

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

Adopted by consent.

1995 Intersection and Miscellaneous Traffic Improvements Program
File ST-5 (Vol. 21)

513 - 4. The Committee on Works and Operations was provided an overview of the intersection and miscellaneous traffic improvements formulating part of the 1995 Capital Works Program:

BISHOP GRANDIN BOULEVARD AND SHOREHILL DRIVE

On November 1, 1994, the Committee on Works and Operations approved a westbound bus stop on Bishop Grandin Boulevard at Shorehill Drive. A bus bay will enable buses to stop away from the through traffic lanes and, thereby minimize the potential for rear-end collisions on this 80 km/h facility.

HENDERSON HIGHWAY AND MCLEOD AVENUE

The current fixed-time signal operation at this intersection limits the north/south capacity owing to the need to provide sufficient time on every cycle to accommodate east/west pedestrians, whether or not they may be present. Northbound drivers and southbound left turning drivers experience significant delays and congestion during the evening peak period. Traffic-actuated signal operation would increase northbound capacity by up to 25% during the evening peak period and provide more green time to the southbound left turn phase during cycles when there is no east/west pedestrian demand.

ST. MARY'S ROAD AND ARDEN AVENUE

On July 5, 1994, the Committee on Works and Operations resolved that a median opening be constructed at this intersection. The median was opened in August 1994, though barricades have been in place since then to prevent vehicles from using the median opening. On October 4, 1994, the Committee reconsidered this matter and resolved that the median opening be closed permanently.

HENDERSON HIGHWAY AND SPRINGFIELD ROAD

There is a visibility problem for northbound right turning motorists and pedestrians crossing within the right turn cut-off at Henderson Highway and Springfield Road caused by an advertising sign installed on private property at the southeast corner of this intersection. This sign structure conforms to all current zoning regulations. Relocating the advertising sign will eliminate this problem and enhance pedestrian safety. The owner of the property has agreed to allow the City to relocate this sign structure.

Report of the Committee on Works and Operations dated February 7, 1995

HENDERSON HIGHWAY SOUTH OF FRASER'S GROVE

The mid-block median opening on Henderson Highway approximately 80 m south of Fraser's Grove was originally constructed to accommodate Transit buses entering the terminal loop in front of Penner's Food Store. This loop has been closed and a private approach constructed opposite the median opening. Westbound left turning vehicles from this approach stored within this median opening restrict the visibility of pedestrians at the pedestrian corridor 20 m further south and on occasion block through traffic flow on Henderson Highway. The closure of the median opening will eliminate such left turns and minimize the traffic conflict along this section of Henderson Highway. The management at Penner's Food Store concurs with this proposed closure.

HIGGINS AVENUE AND SUTHERLAND AVENUE

This section of Higgins Avenue contains a 15.5 m roadway and carries approximately 16,000 vehicles in a typical twelve hour weekday. During the busiest eight hours, 29 pedestrians crossed Higgins Avenue at Sutherland Avenue, 18 of whom were delayed in excess of 10 seconds. The horizontal and vertical curvatures north and south of this intersection and the lack of simultaneous gaps in both directions of traffic flow make it very difficult for pedestrians to cross this roadway. The installation of a median will provide a refuge for pedestrians to cross one direction of traffic at a time.

ST. MARY'S ROAD AND MARALBO AVENUE

The median opening on St. Mary's Road at Maralbo Avenue is inappropriately located to accommodate the southbound left turn movement. Modifying the geometry will provide a proper turning radius for this movement.

FERMOR AVENUE AND ST. ANNE'S ROAD

The eastbound bus stop on Fermor Avenue nearside of St. Anne's Road has been discontinued and the existing bus bay may be removed. Some motorists use the bus bay as an additional eastbound traffic lane although there is insufficient roadway width on the far side of this intersection to receive vehicles three abreast.

MUNROE AVENUE AND PANET ROAD

On November 4, 1994, the Committee on Works and Operations considered a request from the East Kildonan-Transcona Community Committee for the construction of an eastbound right turn cut-off at this intersection and asked that the matter be considered in conjunction with the 1995 Capital Works Program.

Panet Road contains a 7.5 m roadway with shoulders and ditch drainage and, during a typical 12 hour weekday period, carries approximately 5,900 northbound and 4,100 southbound vehicles. Munroe Avenue contains a 9.3 m roadway and carries approximately 2,760 eastbound vehicles, 2,460 (89%) of which turn right at Panet Road. A private approach located on the east side of Panet Road opposite Munroe Avenue carries approximately 120 westbound vehicles. Vehicular traffic is required to stop in all directions before entering this intersection. The volume frequently exceeds the capacity of the intersection, resulting in extensive queues and delay throughout the day.

An eastbound right turn cut-off on Munroe Avenue at Panet Road will increase the intersection capacity and reduce this congestion by permitting eastbound right turns to occur under "Yield" control. To construct an eastbound right turn cut-off at this time, at an estimated cost of $43,000.00, would be non-recoverable when Panet Road is reconstructed to a urban cross-section. It would be more cost-effective to construct this right-turn cut-off when Panet Road is widened and reconstructed in 1998-2000.

The Committee on Works and Operations therefore recommends:

I. That the following works be undertaken as Intersection and Miscellaneous Traffic Improvements as part of the 1995 Capital Works Program:

Report of the Committee on Works and Operations dated February 7, 1995

		Estimated Cost
1.	Bishop Grandin Boulevard and Shorehill Drive - Install westbound bus bay.	$25,100.00
2.	Henderson Highway and McLeod Avenue - Install traffic-actuated signal controller.	23,000.00
3.	St. Mary's Road and Arden Avenue - Restore median.	2,100.00
4.	Henderson Highway and Springfield Road - Relocate advertising sign on private property.	3,000.00
5.	Henderson Highway south of Fraser's Grove - Close median opening.	2,100.00
6.	Higgins Avenue and Sutherland Avenue - Install median.	21,200.00
7.	St. Mary's Road and Maralbo Avenue - Modify median opening.	7,300.00
8.	St. Anne's Road and Fermor Avenue - Remove eastbound bus bay.	3,000.00
	TOTAL	$86,800.00

II. That surplus funds in the amount of $86,800.00 be transferred from the St. Anne's Road Reconstruction Project 5194030703 in the 1994 Capital Estimates.

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

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,

Moved by Councillor Golden,
Seconded by Councillor Lazarenko,
WHEREAS the Riel Community Committee has unanimously passed a motion requesting public consultation in reference to development options regarding the St. Mary's Road/Arden Avenue intersection;

BE IT RESOLVED that Item 1.3 of the clause, as it refers to this intersection, be tabled until the completion of public consultation.

The amendment was put.

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

Yea: Councillors Reese, Clement, Eadie, Golden, Lazarenko, O'Shaughnessy, Prystanski, Fraser and Angus. 9

Nay: Councillors Boychuk, Duguid, Hyman, Thomas and Her Worship Mayor Thompson. 5

and the amendment was declared carried.

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

REPORT "A" OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED FEBRUARY 7, 1995

On motion of Councillor Duguid, Report "A" of the Committee on Works and Operations dated February 7, 1995, was considered.

Moved by Councillor Duguid,
That the Consent Agenda, Clause 1, be adopted.

Carried.

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

Her Worship the Mayor and Councillors:

Signalization of McPhillips Street and Pacific Avenue, and Weston Road and Logan Avenue
Files ST-1.2 (Vol. 17) & ST-5 (Vol. 21)

515 - 1. Council, on November 17, 1994, referred the following motion to the Committee on Works and Operations, namely:

Moved by Councillor Prystanski,
Seconded by Councillor Silva,

WHEREAS the Capital Budget for 1995 recommends $750,000.00 for traffic control signals;

AND WHEREAS the Pacific Avenue Works Yards was scheduled to have installed two traffic signals;

AND WHEREAS acceptance by the Weston Community for the Pacific Avenue Works Yards was greatly achieved by the City of Winnipeg's commitment to have installed two traffic control signals, one at Logan Avenue and Weston Road and the second signal at McPhillips Street and Pacific Avenue;

AND WHEREAS Council ordered the lights to be installed on May 8, 1991;

THEREFORE BE IT RESOLVED that the signalization of McPhillips Street and Pacific Avenue, and Weston Road and Logan Avenue, be the first charge against the 1995 Capital Budget for traffic control signals.

On January 10, 1995, the Committee on Works and Operations heard representation by Councillor J. Prystanski, Point Douglas Ward, on behalf of area residents, in support of the installation of traffic control signals at McPhillips Street and Pacific Avenue, and at Logan Avenue and Weston Road. Committee subsequently laid over consideration of recommendations outlined in a report dated December 28, 1994, from the Acting Commissioner of Works and Operations entitled "1995 Pedestrian Corridor and Traffic Control Signal Program" and requested a further report on the feasibility of funding the signal installations at McPhillips Street and Pacific Avenue and Logan Avenue and Weston Street from a source other than the suggested 1995 Capital Budget, in order to enable other locations to be included in the Program funded by the 1995 Capital Works Budget.

Committee was advised that the 1991 Weston Street Asphalt Overlay Capital Project contains an anticipated surplus of $350,000.00.

On February 7, 1995, Councillor J. Prystanski, appeared in delegation before the Committee on Works and Operations and reiterated his support for the installation of traffic control signals at the subject intersections.

The Committee on Works and Operations received as information the foregoing Council Motion in view of the following recommendation.

The Committee on Works and Operations therefore recommends:

1. That funds in the amount of $345,000.00 for the installation of traffic control signals at McPhillips Street and Pacific Avenue, and at Logan Avenue and Weston Street, be charged to the Weston Street Asphalt Overlay Project 5191040711 in the 1991 Capital Estimates rather than be funded by the 1995 Capital Budget.

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

Adopted by consent.

(See Minute No. 514 for opposition recorded by Councillor O'Shaughnessy)

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

516 - On motion of Councillor Duguid, By-law No. 6587/95, a By-law of the City of Winnipeg to widen Lord Selkirk Highway and Public Road both commonly known as Pembina Highway, between the southern limit of Avenue De L'Eglise and the southern limit of the City of Winnipeg, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed.
File DAO 1/94