Minutes – Executive Policy Committee – September 19, 2012

Minute No. 387
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 11, 2012

Item No. 3 Establishment of Construction Criteria - Minor Repairs on Regional Streets

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submits the following to Council:

1. That where it is deemed necessary by the Director of Public Works or their designate, contractors doing work on Regional Streets for private customers be required to do all things necessary to expedite completion of the work, including pavement restoration, through the use of 24 hour and weekend work activities and steel plating of excavations during a.m. and/or p.m. peak rush hour periods.

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

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 11, 2012

DECISION MAKING HISTORY:

The Chairperson called Deputy Mayor Swandel to the Chair and left the meeting.

Moved by Councillor Vandal,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

Carried

STANDINC COMMITTEE RECOMMENDATION:

On September 11, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Establishment of Construction Criteria - Minor Repairs on Regional Streets

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
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RECOMMENDATIONS

1. That where it is deemed necessary by the Director of Public Works or their designate, contractors doing work on Regional Streets for private customers be required to do all things necessary to expedite completion of the work, including pavement restoration, through the use of 24 hour and weekend work activities and steel plating of excavations during a.m. and/or p.m. peak rush hour periods.

REASON FOR THE REPORT

At its meeting on March 21, 2012, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the Council Motion of February 22, 2012 be referred to the Winnipeg Public Service for a report back in **90 days** *(May 29, 2012 as there is no SPC IRPW being held in June).* Said motion reading:-

   "WHEREAS Winnipeg's Regional Street system is crucial to the economy of the city with both the movement of people and goods;

   AND WHEREAS existing construction criteria does not ensure minor repairs and utility cuts are carried out as quickly as possible by using 24 hour and weekend construction schedules;

   AND WHEREAS for nearly two weeks now, eastbound traffic lanes of Regent Avenue West, at Lagimodiere Boulevard, have been subject to two lane closures due to a utility cut causing large and lengthy traffic delays;

   THEREFORE BE IT RESOLVED that the Public Service establish a new criteria on major regional streets that would ensure the efficient work of minor repairs and utility cuts by involving 24 hour and weekend construction schedules.

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

IMPLICATIONS OF THE RECOMMENDATIONS

- A reduction in the number of days contractors work on a site with lane closures on regional streets.

- Increased staffing levels and/or overtime to manage the extended operations by contractors and utilities working weekends and nights.

- Increased by-law enforcement staffing or reprioritization of existing operations will be required to monitor contractor performance and adherence to bylaw and permit conditions when working on Regional Streets.

- Private contractors and utilities will be impacted both operationally and financially by the introduction of these proposed new conditions when they are working on Regional Streets to provide services to private customers.

- The estimated $7,000 cost for additional by-law enforcement for 2013 will be absorbed by the Department 2013 operating budget.

- The incremental cost of the additional by-law enforcement in 2013 will be tracked and may lead to an adjustment of permit fees in 2014 and beyond.

HISTORY

- At the March 5th, 2012 meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works, the Committee requested that the Public Service establish new criteria on major Regional Streets that would ensure the efficient work of minor repairs and utility cuts by involving 24 hour and weekend construction schedules.

- Contractors and Utilities must be approved and licensed by the City of Winnipeg to work in the right-of-way. Contractors needing to repair, install or maintain any infrastructure that results in the excavation, breakup or renewal of any City infrastructure must first obtain approval from the appropriate department having jurisdiction.

- Permits and approval to work in the right-of-way on Regional Streets are issued by the Public Works Department. In addition, any work involving the closure of a Regional Street, lane of traffic or boulevard must also be approved by the Public Works Department.

- The Public Works Department currently restricts contractor activities on many Regional Streets to non-peak hours.

- Currently, night work is typically carried out by contractors and utilities when there is an emergency. The following concerns regarding night work were previously presented to Council in 2008:
    - Workplace safety concerns in construction zones are heightened when working in darkened locations especially when adjacent to traffic and heavy equipment or with glare from temporary lighting.
    - The need to have the support of all facilitating industries, including concrete and asphalt suppliers, aggregate suppliers, mechanics, fuel delivery, utilities, and engineering services.
    - Legislated limits to the number of hours worked per week on specific construction related activities such as truck driving.
    - Quality issues with work completed in compromised lighting conditions.
    - Construction staff already often work twelve hours per day. There would be a need to modify the structure of the workforce such as by introducing additional

shifts to complete work this way and then a subsequent need to sustain and support this new project delivery structure on a permanent basis. The annual fluctuation in the volume of work could add difficulty in accomplishing this change in an efficient and effective manner.

  - Cost increases resulting from overtime premiums and reduced productivity when working shifts, weekends or extended hours.

- Some weekend work is carried out by private contractors; however, the majority of this work is at the discretion of the contractor and involves larger, longer duration projects.

- Lane Rental Fees are not currently applied to utilities or their contractors working on their plant within the right-of-way.

- The City currently charges lane rental fees through a Use of Street Permit for contractors working within the right-of-way where they require a lane closure for work being undertaken on private property. Currently these contractors are provided a three (3) day grace period prior to the commencement of lane rental fees. The 2012 lane rental fee is $13.40 per sq. m/month

- Due to the high volumes of work and competing enforcement demands, the City has limited bylaw enforcement resources to regularly monitor the activities of contractors and utilities working on Regional Streets.

- The use of steel plating by contractors is currently not mandatory and is at the discretion of the contractor; there is currently limited use in Winnipeg.

- In 2010, in an effort to expedite the permanent repair of pavement cuts, the City introduced regulations requiring all contractors and utilities working on regional streets to restore all pavement surfaces immediately upon completion of backfilling operations, between May 1st and October 31st.

- Preliminary research of other major Canadian cities suggests there is a move towards managing the timeliness of work undertaken by contractors and utilities on major streets.

- The City of Calgary is leading the western cities interviewed with the following conditions:
  - Charging lane rentals after one (1) day of operations
  - Cancelling permits if there is no construction activity for one (1) day; applicants must reapply.
  - Bylaw enforcement of regional street activities during both the a.m. and p.m. peak hours.
  - The requirement to use steel plates where applicable.
  - Weekend and night work are optional and must comply with the noise bylaw.

FINANCIAL IMPACT

Financial Impact Statement

Date: August 29, 2012

Project Name:

First Year of Program 2013

Establishment of Construction Criteria - Minor Repairs on Regional Streets

	2013	2014	2015	2016	2017
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 7,000	$ 7,000	$ 7,000	$ 7,000	$ 7,000
Less: Incremental Revenue/Recovery	-	7,000	7,000	7,000	7,000
Net Cost/(Benefit)	$ 7,000	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	7,000	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: There are projected annual costs of $7,000 in overtime for increased by-law enforcement beginning 2013 related to the recommendation of this report. The estimated $7,000 cost for additional by-law enforcement for 2013 will be absorbed in the Department's 2013 operating budget. The incremental cost of the additional by-law enforcement in 2013 will be tracked and may lead to an adjustment of permit fees in 2014 and beyond. There are no other financial implications to the City related to the report recommendation as it impacts only contractors doing work on Regional Streets for private customers.

"Original Signed by D. Stewart, CA"

D. Stewart, CA
Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:
Legal Services Department
Water and Waste Department

SUBMITTED BY

Department:	Public Works
Division:	Engineering
Prepared by:	Scott Payne, C.E.T., P.M.P.
Date:	August 14, 2012
Processed by:	Kathy Ross
File Name:	L:\Admin\Reports 2012\S Payne\August\Construction Criteria- Minor Repairs on Regional Streets FIS Approved Revised Aug 17 12.doc