Agenda – Executive Policy Committee – May 8, 2013

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 30, 2013

Item No. 2 Waverley West Arterial Roads Project – Amendment to 2013 Capital Budget - Developer-Obligated Works

STANDING COMMITTEE RECOMMENDATION:

On April 30, 2013, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That an additional project in the 2013 capital budget for $7,873,360, to be funded $5,146,020 from Manitoba Housing & Renewal Corporation (MHRC) and $2,727,340 from Ladco Company Limited, for specific roadway works that are their respective responsibilities, to be completed through the Waverley West Arterial Roads Project, be approved.

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

Agenda – Executive Policy Committee – May 8, 2013

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 30, 2013

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On April 30, 2013, 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: **WAVERLEY WEST ARTERIAL ROADS PROJECT – AMENDMENT OF APPROVED 2013 CAPITAL BUDGET TO INCLUDE FUNDING FOR DEVELOPER-OBLIGATED WORKS**

Critical Path: **STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS, EPC, COUNCIL**

AUTHORIZATION

Author	Department Head	CFO	CAO
L.P. Deane, P.Eng.	B.W. Sacher, P.Eng.	M Ruta	D Joshi COO

RECOMMENDATIONS

That Council approve an additional project in the 2013 capital budget for $7,873,360, to be funded **$5,146,020** from Manitoba Housing & Renewal Corporation (MHRC) and **$2,727,340** from Ladco Company Limited, for specific roadway works that are their respective responsibilities, to be completed through the Waverley West Arterial Roads Project.

REASON FOR THE REPORT

City Council approval is required to amend capital budgets.

IMPLICATIONS OF THE RECOMMENDATIONS

The amendment of the adopted capital budget to recognize the respective Developers as a funding source is required to facilitate construction of the City's Kenaston Boulevard extension project with intersection works that are the responsibility of the respective adjacent developers in an efficient and effective manner. The Kenaston Boulevard extension is part of the Waverley West Arterial Roads Project.

Actual expenses will be invoiced to each of the respective Developers as work is completed by stage, for reimbursement to the City.

HISTORY

On December 6, 2006, Council concurred in the recommendation of the Standing Policy Committee on Property and Development regarding Subdivision and Rezoning – lands west of Waverley Street to Kenaston Boulevard between Bishop Grandin Boulevard and Cadboro Road (Northeast neighborhood) – file DASZ 1/2006. The developer (MHRC) was required to enter into a Development Agreement (AG 1/06) with the City. AG 1/06 requires that the Developer shall, at no expense to the City, construct and/or pay on demand the full cost of the installation of traffic control signals and all related works on Kenaston Boulevard at and in the vicinity of its intersection with Collector "A" (now named North Town Road); and on Kenaston Boulevard at and in the vicinity of its intersection with Bison Drive.

On November 21, 2007, Council concurred in the recommendation of the Standing Policy Committee on Property and Development regarding Subdivision and Rezoning – lands west of Waverley Street to Kenaston Boulevard between Lee Boulevard and Perimeter Highway (Southpointe neighborhood) – file DASZ 22/2007. The developer (Ladco Limited) was required to enter into a Development Agreement (AG 22/07) with the City. AG 22/07 requires that the Developer shall, at no expense to the City, construct and/or pay on demand the full cost of the installation of traffic control signals and all related works on Kenaston Boulevard at and in the vicinity of its intersection with Waverley Street.

On December 15, 2009 and February 22, 2011, Council adopted the 2010 and 2011 Capital Budgets, which identified $51,300,000 and $3,400,000 respectively for the Waverley West Arterial Roads Project. Identified funding included contributions from the Building Canada Fund (Federal Government; $18,233,000), the Provincial Government ($15,000,000).

On July 21, 2010, Council concurred in the recommendation of the Standing Policy Committee on Property and Development regarding Subdivision and Rezoning – Northeast Kenaston Boulevard/Bison Drive/South Town Road (Northwest and Town Centre neighborhoods) – file DASZ 4/2010. The developer (MHRC) was required to enter into a Development Agreement (AG 4/10) with the City. AG 4/10 requires that the Developer shall, at no expense to the City, construct and/or pay on demand the full cost of the installation of traffic control signals and all related works on Kenaston Boulevard at and in the vicinity of its four intersections with the Collector Streets; and on Kenaston Boulevard at and in the vicinity of its two intersections with Bison Drive.

On May 25, 2011, Council adopted the recommendation that the Chief Administrative Officer be delegated the authority to award construction contracts exceeding $10,000,000, including multi-year contracts not exceeding 5 years, associated with the Waverley West Arterial Roads Project, within the Council approved budget.

On June 30, 2011, the Project received written Approval-In-Principle, from the Government of Canada that the project was approved under the Building Canada Fund, subject to the execution of the final agreement.

On June 6, 2012, an agreement for the Project was executed under the Building Canada Fund.

On July 23, 2012, the Chief Financial Officer approved the award of contract for the provision of Professional Consulting Services for Waverley West Arterial Roads Project – Part III – Kenaston Bv *Extension – PTH 100 to Bishop Grandin Bv – Road Works and Bridge Structure* to Dillon Consulting Limited, based on the requirements of RFP 182-2012, including design requirements for all intersections within the project boundaries, as well as the requirement to break out the estimates of those works, and ultimately, bill those works separately and for each developer.

On November 14, 2012, Council concurred in the recommendation of the Standing Policy Committee on Property and Development regarding Subdivision and Rezoning – Waverley West Neighborhood and Kenaston Bison (Southwest neighborhood) – to adopt the ACG (Administrative Coordinating Group) report on Development Application DASZ 8/2012. The developer (MHRC) will be required to enter into a Development Agreement with the City. The ACG recommendation requires that the Developer shall, at no expense to the City, construct and/or pay on demand the full cost of the installation of traffic control signals and all related works on Kenaston Boulevard at and in the vicinity of its intersection with South Town Road.

On November 26, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service to approve the installation of seven traffic signal installations totaling $1,470,000, which was identified to be recovered from the respective Developers, as per the respective Development agreements.

On December 12, 2012, the City sent the respective developers letters confirming their respective responsibilities and soliciting their agreement for the City to construct the works on their behalf concurrently with the Kenaston extension project, as well as an estimate of the cost of their works. The letters and their responses are included in Appendix A.

On January 29, 2013 Council adopted the 2013 Capital Budget and five-year forecast, including $9,303,000 and $5,697,000 in 2013 and 2014 respectively.

FINANCIAL IMPACT

Financial Impact Statement

Date: March 26, 2013

Project Name: WAVERLEY WEST ARTERIAL ROADS PROJECT – AMENDMENT OF APPROVED 2013 CAPITAL BUDGET TO INCLUDE FUNDING FOR DEVELOPER-OBLIGATED WORKS

First Year of Program 2013

	2013	2014	2015	2016	2017
Capital					
Capital Expenditures Required	$ 7,873,360	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ 7,873,360	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
External	-	-	-	-	-
Developer Funding-Ladco Limited	2,727,340	-	-	-	-
Developer Funding-Manitoba Housing & Renewal Corporation	5,146,020	-	-	-	-
Total Funding	$ 7,873,360	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ 7,873,360				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The increase to the Capital Budget for the Developer Funding will allow the Public Service to better manage/coordinate the development of the Waverley West Arterial Roads project.

Original signed by H. Schoenfeld, CA

H. Schoenfeld, CA

CONSULTATION

In preparing this report there was consultation with: N/A

SUBMITTED BY

Department: Public Works
Division: Engineering
Prepared by: M.N. Harms, P.Eng.
Processed by: KAR
Date: March 28, 2013
File No.: 10-A-01
Filename: L:\Admin\Reports 2013\M Harms\March\Amendment to 2013 Capital for WWARP\WWARP-Budget adjustment-Dev-Funding - DRAFT March 20 13.docx

Attachments

Appendix A: Letters confirming the contribution arrangements

Winnipeg

PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS

Engineering Division • Division de l'ingénierie

FILE NO: AG 22/07 / 10-A-01

December 12, 2012

Ladco Company Limited
200-40 Lakewood Boulevard
Winnipeg, MB R2J 2M6

Attention: Mr. Michael Carruthers, MCIP
Development Officer

Dear Sir:

RE: TRAFFIC CONTROL SIGNALS AND INTERSECTION WORKS AT WAVERLEY STREET AND KENASTON BOULEVARD (extension)

As part of the 2010 and 2011 City of Winnipeg Adopted Capital Budgets, the Public Works Department will be constructing the auxiliary lanes and installing the traffic control signals at the intersection of Waverley Street and Kenaston Boulevard as part of the roadworks being undertaken for the Waverley West Arterial Roads Project (WWARP) in 2013.

Under the conditions of Development Agreement AG 22/07 (and Amendments and Addenda thereto), Ladco Company Limited has the following obligation with respect to the roadworks and traffic signals at the intersection of Kenaston Boulevard and Waverley Street:

Clause 8. of Schedule "C":

8. Kenaston Boulevard Improvements

The Developer shall, at no expense to the City, construct and/or pay on demand the full cost of the following works on Kenaston Boulevard at and in the vicinity of its intersection with Waverley Street:

i) auxiliary lanes, transitions, median openings, channelization, and all related works; and

ii) traffic-control signals and all related works including, but not limited to, pedestrian and vehicular actuation, interconnection to adjacent traffic control signals, and audible pedestrian signals, all as determined by and to the satisfaction of the Director of Public Works.

As discussed at our meeting with the Consulting Engineer on September 11, 2012, Ladco Company Limited agreed/requested that all of the pavement works highlighted on the attached estimate were to be constructed together with the WWARP. The current estimated cost of installation of these works is **$2,727,340**. Please note that this estimate does NOT include the costs of any of the required overhead sign structures (directional) and/or advance warning street sign and structures that will be included, as the detailed assessment of those elements has not yet been conducted.

The actual cost of the above noted works will be billed to Ladco Company Limited following the completion of works. We are advising you at this time so that your company may make the necessary budgeting arrangements. It will be necessary for Ladco Company Limited to fulfill this obligation once construction is complete, which is expected to be in late 2013.

Please review the contents of this letter and the attachment and provide us with your acceptance of Ladco Company Limited's obligations and commitments as outlined herein prior to January 25, 2013. If you have any questions regarding the above, please contact Michelle Harms, P.Eng. Project Manager for the Waverley West Arterial Roads Project at 204-986-5164.

Sincerely,

L.P. Deane, P.Eng.
Manager of Engineering

MNH/kar

Attachment

C: Cllr J. Swandel, Cllr, St Norbert Ward
Cllr D. Vandal, Chair, Standing Policy Committee on Infrastructure Renewal and Public Works
K.T. Raban, P. Eng. Land Development Administrator
L. Escobar, P. Eng. Manager of Transportation
R.J. Hartmann, P. Eng. Traffic Assessment Engineer
S. Chapman, P. Eng. Traffic Management Engineer
M. Cantor, P. Eng. Traffic Signals Engineer
M.N. Harms, P. Eng. Project Manager, WWARP

(In reply, please refer to)
Our File: 12-6606
Your File: 10-A-01(F)

October 2, 2012

DILLON CONSULTING

1558 Willson Place
Winnipeg
Manitoba
Canada
R3T 0Y4
Telephone
(204) 453-2301
Fax
(204) 452-4412

City of Winnipeg
Public Works Department
106 – 1155 Pacific Avenue
Winnipeg, Manitoba R3E 3P1

Attention: Ms. Michelle Harms, P.Eng.
Project Manager

RFP No. 182-2012 - Waverley West Arterial Roads Project – Part III (WWARP 3)
Ladco Developer Attributable Costs

Dear Ms. Harms:

The extension of Kenaston Boulevard will provide access to the new residential and commercial zones within the Waverley West neighbourhoods and as a result, is expected to provide service to high volumes of commuter traffic, as well as provide a corridor for inter-neighbourhood and commuter active transportation and transit networks.

As stated in D5.3(i)(i) of Request for Proposal No. 182-2012, certain preliminary and detailed design tasks as well as a portion of the construction and contract administration costs are the responsibility of the adjacent developer Ladco Company Ltd (Ladco). These cost responsibilites refer to intersection geometric improvements necessary to accommodate the turning movements at the intersections, design/construction of auxiliary lanes, traffic control, traffic signals for the intersection, and pedestrian accommodations. As noted in Dillon Consulting Limited's (Dillon) proposal and as discussed at recent meetings, Dillon will track the developer attributable costs, both consultant and construction estimates, to assist the City of Winnipeg in cost recoveries for the WWARP 3 project.

Accordingly, we have prepared an estimate of probable developer attributable costs for the Ladco development component, which is summarized below. Note the costs are split into work required to connect to the east leg of Waverley Street (WWARP 2) and separately to connect to the future west leg of Waverley Street. A drawing of the intersection in question is attached and highlights the pavement areas that are the developer's responsibility. Also attached is a breakdown of costs for this intersection.

DILLON CONSULTING

Intersection Location	Total Attributable Ladco Costs
Connection to East Leg of Waverley	$1,845,635
Connection to West Leg of Waverley	$881,705
Total Estimate of Ladco Developer Attributable Costs:	***$2,727,340***

It is important to note this is a preliminary estimate; a comprehensive estimate cannot be provided until detailed design is near completion and construction quantities determined. These developer attributable costs will be updated throughout the design and construction process.

The following assumptions were made in preparation of the probable developer attributable costs based on a review of Ladco's agreement with the City:

- Above costs are based on a concrete roadway structure and include contingences, engineering, and testing.
- The City of Winnipeg is responsible for all straight through lanes of Kenaston Boulevard north/south, shoulders, side slopes, and ditches related to the through lanes.
- The City of Winnipeg is responsible for only two through lanes of Waverley Street east/west and corresponding curbing, shoulders, side slopes, and ditches related to the through lanes. The developer is responsible for the additional two through lanes for this four lane facility.
- All intersection signals, deceleration, and acceleration lanes are the responsibility of the developers. Overhead sign structure costs are not attributable to the developer.
- All right/left deceleration lane costs have been modified to include required storage based on a traffic analysis of the full build-out of Waverley West area (2031 design year).
- All storage lengths were rounded to the nearest 5 m and the minimum storage was assumed to be 15 m.
- The double left turns at Waverley Street are the responsibility of the developer.

Throughout preliminary, detailed design, and contract administration our team will refine and separately track design fees, quantities and cost estimates attributable to adjacent landowners to facilitate the City distributing these costs accurately to area developers.

Yours sincerely,

DILLON CONSULTING LIMITED



Dave Krahn, P.Eng.
Project Manager

DPK/cgc

cc Brad Cook – Stantec
Bruce Biglow – Morrison Hershfield

Attachment

O:\PROJECTS\FINA\1266063 - Preliminary Design\Letters\Harms, Preliminary LADCO Developer Attributable Costs 12.09.26.doc

KENASTON BLVD. - LADCO DEVELOPER COST 21-Sep-12 113705751
SBC

Posted speed limit= 80 km/h
Design speed limit= 90 km/h



Road Structure:
230 mm Plain Dowelled Concrete
75mm Base Course
150mm -50mm Limestone
750mm-150mm Limestone
Geotextile

Deceleration lane by TAC from 90 km/h to 40 km/h, length =150m and taper = 80m---------Approx.Cost= $ 140,000.00
Acceleration lane by TAC from 90km/h to 40 km/h, length = 180m and taper = 80m---------Approx Cost= $ 160,000.00
Typical yield 6.0m wide and island ----------Approx.Cost= $ 70,000.00
Price used = aprox. $ 200.00/s.m.
Decel and Accel lane are 3.5 m width

Intersection		Construction Cost	Engineering (14%)	Testing (1%)	Subtotal	Contingency (10%)	Total
KENASTON AT WAVERLEY STREET - CONNECTION OF EAST LEG (see Note 1)							
o KENASTON SOUTHBOUND DUAL LEFT TURN DECEL LANE TO WAVERLEY STREET (65m dual storage)		$376,000	$52,640	$3,760	$432,400	$43,240	$475,640
o KENASTON NB RIGHT TURN DECEL LANE AND YIELD + ISLAND TO EB WAVERLEY STREET (15m storage)		$221,000	$30,940	$2,210	$254,150	$25,415	$279,565
o WAVERLEY WESTBOUND RIGHT TURN DECEL LANE AND YIELD + ISLAND TO KENASTON NB (0m storage)		$210,000	$29,400	$2,100	$241,500	$24,150	$265,650
o KENASTON ACCEL FROM WB WAVERLEY TO NB KENASTON		$160,000	$22,400	$1,600	$184,000	$18,400	$202,400
o WAVERLEY WESTBOUND LEFT TURN DECEL LANE TO SB KENASTON (70m storage)		$192,000	$26,880	$1,920	$220,800	$22,080	$242,880
o SIGNALS		$300,000	$42,000	$3,000	$345,000	$34,500	$379,500
	Subtotal =	**$1,459,000**	$204,260	$14,590	$1,677,850	$167,785	**$1,845,635**
KENASTON AT WAVERLEY STREET - CONNECTION TO WEST LEG (see Note 1)							
o KENASTON NORTHBOUND LEFT TURN DECEL LANE TO WAVERLEY WB (50m storage)		$177,000	$24,780	$1,770	$203,550	$20,355	$223,905
o KENASTON SB RIGHT TURN DECEL LANE AND YIELD +ISLAND TO WB WAVERLEY STREET (20m storage)		$225,000	$31,500	$2,250	$258,750	$25,875	$284,625
o KENASTON ACCEL LANE FROM EB WAVERLEY TO SB KENASTON		$160,000	$22,400	$1,600	$184,000	$18,400	$202,400
o WAVERLEY EB RIGHT TURN DECEL LANE AND YIELD + ISLAND TO KENASTON SB (20m length)		$70,000	$9,800	$700	$80,500	$8,050	$88,550
o WAVERLEY WB THRU LANES AND EB DUAL LEFT TURN WEST OF INTERSECTION (20m length)		$65,000	$9,100	$650	$74,750	$7,475	$82,225
	Subtotal =	**$697,000**	$97,580	$6,970	$801,550	$80,155	**$881,705**
	TOTAL=	**$2,156,000**	$301,840	$21,560	$2,479,400	$247,940	**$2,727,340**

Notes:
1. Limit for construction on west side of Waverley at Kenaston intersection assumed to be 20.0 m west of Kenaston southbound low lan
2. Traffic signals cost assumed to be $ 300,000 at Waverley
3. All right/left decel lane costs have been modified to include required storage based on traffic analysis of full build-out of Waverley West area (2031 design year)
4. All storage lengths were rounded to nearest 5m and minimum storage was assumed to be 15m
5. Auxiliary lane storage needs based on traffic analysis at full Waverley West build-out rounded to nearest 5m. Minimum storage of 15m assumed



LEGEND

- LADCO RESPONSIBILITY
- ROADWAY ALREADY CONSTRUCTED
- POTENTIAL FUTURE ROADWAY (COSTS NOT INCLUDED ON THIS ESTIMATE)

Stantec

DILLON CONSULTING

PROJECT NO. 12-8606

SCALE 1:2000

TITLE WWARP III - KENASTON BLVD EXTENSION PTH 100 TO BISHOP GRANDIN BLVD
DEVELOPER ATTRIBUTABLE AREAS

DRAWING NO. KEN-12

LADCO COMPANY LIMITED
200 - 40 LAKEWOOD BOULEVARD, WINNIPEG, MANITOBA R2J 2M6
TELEPHONE (204) 982-5900 FAX (204) 255-3652

January 24, 2013

RECEIVED
JAN 2 5 2013
Public Works Department
Engineering Division

City of Winnipeg
Public Works Department
Engineering Division
106 – 1155 Pacific Avenue
Winnipeg, Manitoba
R3E 3P1

Attention: Mr. Lester Deane, Manager of Engineering

Dear Mr. Deane:

RE: Traffic Control Signals and Intersection Works at Waverley Street and Kenaston Boulevard (extension)

Ladco Company Limited ("Ladco") has reviewed your request of December 12, 2012 to have Ladco's obligations for intersection improvements at Waverley Street and Kenaston Boulevard (as per AG 22/07), included as part of the Waverley West Arterial Roads Project in 2013. We accept the obligations and commitments outlined in AG 22/07 and your letter, with the following considerations:

1. The plan attached in the Schedule to your letter identifies Ladco as being responsible for all four (4) through lanes of Waverley Street. The plan, along with the cost estimates and quantities to be tendered, should be amended (as necessary) to identify that the City of Winnipeg is responsible for two (2) of the through lanes;

2. Ladco intends to commence servicing and development of Phase II of South Pointe (west of Kenaston Boulevard) in early 2014. We would request assurances from the City of Winnipeg that we will have access to our initial development stages should the proposed construction schedule extend beyond the date specified in your letter (late 2013);

3. Ladco requests that the City tender this work along with the other Kenaston Boulevard works in such a way that will insure that construction bids will be fair and balanced; and

... /2

4. The City of Winnipeg will consult with Ladco throughout the duration of the project including at design, pre-tender, award, and throughout construction.

To conclude, we look forward to working with you on this very important project. Please don't hesitate to call with any questions.

Yours truly,

LADCO COMPANY LIMITED

Per:

Michael Carruthers
Manager of Land Development

cc: D. Borger
M Harms

Winnipeg

PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS

Engineering Division • Division de l'ingénierie

FILE NO: AG 1/06, AG 4/10, DASZ 8/12 / 10-A-01

December 12, 2012

The Manitoba Housing and Renewal Corporation
2707-83 Garry Street
Winnipeg, MB R3C 4J9

Attention: Mr. James Gallagher

Dear Sir:

RE: TRAFFIC CONTROL SIGNALS AND INTERSECTION WORKS ON KENASTON BOULEVARD THROUGH THE BRIDGWATER NEIGHBOURHOODS

As part of the 2010 and 2011 City of Winnipeg Adopted Capital Budgets, the Public Works Department will be constructing the auxiliary lanes and installing the traffic control signals at the intersections along the northbound and southbound lanes of Kenaston Boulevard at South Town Road, Bison Drive and North Town Road as part of the roadworks being undertaken for the Waverley West Arterial Roads Project (WWARP) in 2013.

Under the conditions of the Development Agreements AG 1/06 and 4/10 (and Amendments and Addenda thereto), and ACG Report for Development Application DASZ 8/12 (adopted by Winnipeg City Council November 14, 2012), Manitoba Housing & Renewal Corporation has the following obligations with respect to the roadworks and traffic signals at the intersections along Kenaston Boulevard:

AG 1/06; Schedule "C"; Clause 10. (a) & (b):

10. Intersection Improvements on Kenaston Boulevard

a) The Developer shall, at no expense to the City, construct and/or pay on demand the full cost of the following temporary and permanent works on Kenaston Boulevard at and in the vicinity of its intersection with North Town Road:

   i) auxiliary lanes, transitions, median opening modifications, channelization, and all related works;

   ii) traffic-control signals and all related works including, but not necessarily limited to pedestrian and vehicular actuation and interconnection to adjacent traffic control signals and audible pedestrian signals;

b) The Developer shall, at no expense to the City, construct and/or pay on demand the full cost of the following temporary and permanent works on Kenaston Boulevard at and in the vicinity of its intersection with Bison Drive:

   i) auxiliary lanes, transitions, median opening modifications, channelization, and all related works;

ii) traffic-control signals and all related works including, but not necessarily limited to pedestrian and vehicular actuation and interconnection to adjacent traffic control signals and audible pedestrian signals;

all as determined by and to the satisfaction of the Director of Public Works.

AG 4/10; Schedule "C"; Clauses 7. (b), 14., 15.:

7. Pavement

The Developer shall, at no expense to the City, construct 150-mm-thick Portland cement concrete pavements to widths of 7.5 m, and 200-mm-thick Portland cement concrete pavements to widths of 8.0 m and 10.0 m, and all related works, including boulevard landscaping and drainage facilities, in all streets within the Planned Area, all as determined by and to the satisfaction of the Director of Public Works.

14. Developer's Share of Kenaston Boulevard Intersection Improvements at North Town Road and South Town Road

The Developer shall, at no expense to the City, construct, or pay to the City on demand the full cost of constructing, the following temporary and permanent works on Kenaston Boulevard at and in the vicinity of its four intersections with North Town Road and South Town Road:

i) auxiliary lanes, transitions, median opening modifications, channelization, and all related works; and

ii) traffic-control signals and all related works, including but not necessarily limited to pedestrian and vehicular actuation and interconnection to adjacent traffic control signals and audible pedestrian signals,

all as determined by and to the satisfaction of the Director of Public Works.

15. Developer's Share of Kenaston Boulevard/Bison Drive Intersection Improvements

The Developer shall, at no expense to the City, construct, or pay to the City on demand the full cost of constructing, the following temporary and permanent works on Kenaston Boulevard at and in the vicinity of its two intersections with Bison Drive:

i) auxiliary lanes, transitions, median opening modifications, channelization, and all related works and

ii) traffic-control signals and all related works, including but not necessarily limited to pedestrian and vehicular actuation and interconnection to adjacent traffic control signals and audible pedestrian signals,

all as determined by and to the satisfaction of the Director of Public Works.

ACG Report DASZ 8/12; Section C; Clause 35.:

35. The Developer shall construct, at no expense to the City, or pay on demand the full cost of the following temporary and permanent works on southbound Kenaston Boulevard at and in the vicinity of its intersection with South Town Road:

a) auxiliary lanes, transitions, median opening modifications, channelization, and all related works;

b) traffic-control signals and all related works including, but not necessarily limited to pedestrian and vehicular actuation and interconnection to adjacent traffic control signals and audible pedestrian signals;

all as determined by, and to the satisfaction of the Director of Public Works.

Winnipeg

All of the pavement works highlighted on the attached estimate will be constructed together with the WWARP. The current estimated cost of installation of these works is **$5,146,020**. Please note that this estimate does NOT include the costs of any of the required overhead sign structures (directional) and/or advance warning street sign and structures that will be included, as the detailed assessment of those elements has not yet been conducted.

The actual cost of the above noted works will be billed to Manitoba Housing & Renewal Corporation following the completion of works. We are advising you at this time so that your company may make the necessary budgeting arrangements. It will be necessary for Manitoba Housing & Renewal Corporation to fulfill this obligation once construction is complete, which is expected to be in late 2013.

Please review the contents of this letter and the attachment and provide us with your acceptance of Manitoba Housing & Renewal Corporation's obligations and commitments as outlined herein prior to January 25, 2013. If you have any questions regarding the above, please contact Michelle Harms, P.Eng. Project Manager for the Waverley West Arterial Roads Project at 204-986-5164.

Sincerely,

L.P. Deane, P.Eng.
Manager of Engineering

MNH/kar

Attachment

C: Cllr J. Swandel, Cllr, St Norbert Ward
Cllr D. Vandal, Chair, Standing Policy Committee on Infrastructure Renewal and Public Works
K.T. Raban, P.Eng. Land Development Administrator
L. Escobar, P.Eng. Manager of Transportation
R.J. Hartmann, P. Eng. Traffic Assessment Engineer
S. Chapman, P. Eng. Traffic Management Engineer
M. Cantor, P. Eng. Traffic Signals Engineer
M.N. Harms, P. Eng. Project Manager, WWARP

(In reply, please refer to)
Our File: 12-6606
Your File: 10-A-01(F)

October 2, 2012

DILLON CONSULTING

1558 Willson Place
Winnipeg
Manitoba
Canada
R3T 0Y4
Telephone
(204) 453-2301
Fax
(204) 452-4412

City of Winnipeg
Public Works Department
106 – 1155 Pacific Avenue
Winnipeg, Manitoba R3E 3P1

Attention: Ms. Michelle Harms, P.Eng.
Project Manager

RFP No. 182-2012 - Waverley West Arterial Roads Project – Part III (WWARP 3)
MHRC Developer Attributable Costs

Dear Ms. Harms:

The extension of Kenaston Boulevard will provide access to the new residential and commercial zones within the Waverley West neighbourhoods and as a result, is expected to provide service to high volumes of commuter traffic, as well as provide a corridor for inter-neighbourhood and commuter active transportation and transit networks.

As stated in D5.3(i)(i) of Request for Proposal No. 182-2012, certain preliminary and detailed design tasks as well as a portion of the construction and contract administration costs are the responsibility of the adjacent developer Manitoba Housing Renewal Corporation (MHRC). These cost responsibilites refer to intersection geometric improvements necessary to accommodate the turning movements at the intersections, design/construction of auxiliary lanes, traffic control, traffic signals for the intersection, and pedestrian accommodations. As noted in Dillon Consulting Limited's (Dillon) proposal and as discussed at recent meetings, Dillon will track the developer attributable costs, both consultant and construction estimates, to assist the City of Winnipeg in cost recoveries for the WWARP 3 project.

Accordingly, we have prepared an estimate of probable developer attributable costs for the MHRC development component, which is summarized below. Drawings of the intersections in question are included to document the intersections in question and highlight the pavement areas that are the developer's responsibility. Attached is a breakdown of costs for these intersections.

Intersection Location	Total Attributable MHRC Costs
Kenaston Southbound at Centre Street	$177,100
Kenaston Southbound at North Town Road	$1,215,033
Kenaston Southbound at Bison Drive	$940,528
Kenaston Southbound at South Town Road	$1,033,505
Centre Street at Kenaston Northbound	$177,100
Kenaston Northbound at South Town Road	$449,075
Kenaston Northbound at Bison Drive	$444,015
Kenaston Northbound at North Town Road	$709,665
Total Estimate of MHRC Developer Attributable Costs:	***$5,146,020***

It is important to note this is a preliminary estimate; a comprehensive estimate cannot be provided until detailed design is near completion and construction quantities determined. These developer attributable costs will be updated throughout the design and construction process.

The following assumptions were made in preparation of the probable developer attributable costs based on a review of MHRC's agreement with the City:

- Above costs are based on a concrete roadway structure and include contingences, engineering, and testing.
- The City of Winnipeg is responsible for all straight through lanes of Kenaston Boulevard north/south, shoulders, side slopes, and ditches related to the through lanes.
- All intersection signals, deceleration, and acceleration lanes are the responsibility of the developers. Overhead sign structure costs are not attributable to the developer.
- All right/left deceleration lane costs have been modified to include required storage based on a traffic analysis of the full build-out of the Waverley West area (2031 design year). All storage lengths were rounded to the nearest 5 m and the minimum storage was assumed to be 15 m.
- Costs for deceleration/acceleration lanes on northbound Kenaston at South Town Road and at Bison Drive were not included in the Developer Contributions as it is anticipated development of the southeast quadrant of Waverley West will not occur until after completion of the WWARP III project.

- As agreed, the pavement costs include all works to the end of radii at the stub-out locations of proposed intersections. This limit is being suggested to minimize the shut down of any lanes on Kenaston in the future and to integrate the design for Kenaston at the side streets.

Throughout preliminary, detailed design, and contract administration our team will refine and separately track design fees, quantities and cost estimates attributable to adjacent landowners to facilitate the City distributing these costs accurately to area developers.

Yours sincerely,

DILLON CONSULTING LIMITED

Dave Krahn, P.Eng.
Project Manager

DPK/cgc

cc Brad Cook – Stantec
Bruce Biglow – Morrison Hershfield

Attachment

O:\PROJECTS\FINAL\126606\3 - Preliminary Design\Letters\Harms, Preliminary MHRC Developer Attributable Costs 12.09.26.doc

KENASTON BLVD. - MHRC DEVELOPER COST 21-Sep-12 113705751
SBC

Posted speed limit= 80 km/h
Design speed limit= 90 km/h



Road Structure:
230 mm Plain Dowelled Concrete
75mm Base Course
150mm -50mm Limestone
750mm-150mm Limestone
Geotextile

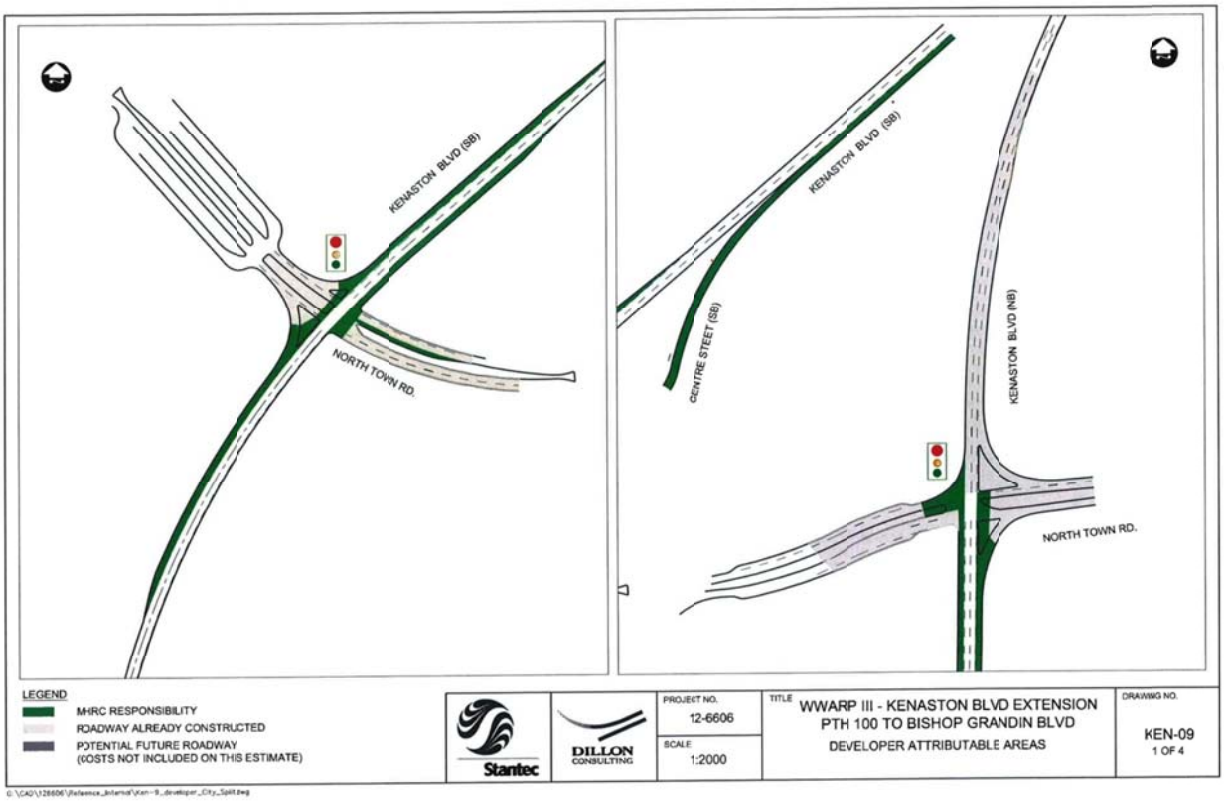
Deceleration lane by TAC from 90 km/h to 40 km/h, length =150m and taper = 80m---------Approx.Cost= $ 140,000.00
Acceleration lane by TAC from 90km/h to 40 km/h, length = 180m and taper = 80m---------Approx Cost= $ 160,000.00
Typical yield 6.0m wide and island ----------Approx.Cost= $ 70,000.00
Price used = aprox. $ 200.00/s.m.
Decel and Accel lane are 3.5 m width

Intersection		Construction Cost	Engineering (14%)	Testing (1%)	Subtotal	Contingency (10%)	Total
KENASTON SOUTHBOUND AT CENTRE STREET							
o KENASTON SOUTHBOUND DECEL RAMP TO CENTRE STREET		$140,000	$19,600	$1,400	$161,000	$16,100	$177,100
	Subtotal =	**$140,000**	$19,600	$1,400	$161,000	$16,100	**$177,100**
KENASTON SOUTHBOUND AT NORTH TOWN ROAD							
o KENASTON SOUTHBOUND LEFT DECEL TO NORTH TOWN (25m storage)		$158,500	$22,190	$1,585	$182,275	$18,228	$200,503
o KENASTON SOUTHBOUND RIGHT DECEL AND YIELD+ISLAND TO NORTH TOWN (15m storage)		$221,000	$30,940	$2,210	$254,150	$25,415	$279,565
o NORTH TOWN EASTBOUND ISLAND+YIELD AND KENASTON SOUTHBOUND ACCEL		$230,000	$32,200	$2,300	$264,500	$26,450	$290,950
o NORTH TOWN WESTBOUND LEFT TURN STORAGE LANE (15m storage)		$151,000	$21,140	$1,510	$173,650	$17,365	$191,015
o SIGNALS		$200,000	$28,000	$2,000	$230,000	$23,000	$253,000
	Subtotal =	**$960,500**	$134,470	$9,605	$1,104,575	$110,458	**$1,215,033**
KENASTON SOUTHBOUND AT BISON DRIVE							
o KENASTON SOUTHBOUND LEFT DECEL TO BISON DRIVE (25m storage)		$158,500	$22,190	$1,585	$182,275	$18,228	$200,503
o KENASTON SOUTHBOUND RIGHT DECEL TO BISON DRIVE AND YIELD +ISLAND (20m storage)		$225,000	$31,500	$2,250	$258,750	$25,875	$284,625
o KENASTON ACCEL LANE FROM EB BISON TO SB KENASTON		$160,000	$22,400	$1,600	$184,000	$18,400	$202,400
o SIGNALS		$200,000	$28,000	$2,000	$230,000	$23,000	$253,000
	Subtotal =	**$743,500**	$104,090	$7,435	$855,025	$85,503	**$940,528**
KENASTON SOUTHBOUND AT SOUTH TOWN ROAD							
o KENASTON SOUTHBOUND LEFT TURN DECEL LANE TO SOUTH TOWN (35m storage)		$166,000	$23,240	$1,660	$190,900	$19,090	$209,990
o KENASTON SOUTHBOUND RIGHT TURN DECEL LANE AND YIELD + ISLAND (15m storage)		$221,000	$30,940	$2,210	$254,150	$25,415	$279,565
o KENASTON SOUTHBOUND ACCEL LANE AND YIELD+ISLAND FROM EB SOUTH TOWN TO SB KENASTON		$230,000	$32,200	$2,300	$264,500	$26,450	$290,950
o SIGNALS		$200,000	$28,000	$2,000	$230,000	$23,000	$253,000
	Subtotal =	**$817,000**	$114,380	$8,170	$939,550	$93,955	**$1,033,505**
CENTRE STREET AT KENASTON NORTHBOUND							
o KENASTON NORTHBOUND DECEL RAMP TO CENTRE STREET		$140,000	$19,600	$1,400	$161,000	$16,100	$177,100
	Subtotal =	**$140,000**	$19,600	$1,400	$161,000	$16,100	**$177,100**

KENASTON NORTHBOUND AT SOUTH TOWN ROAD (see Note 1)							
o KENASTON NORTHBOUND LEFT TURN DECEL LANE TO SOUTH TOWN ROAD (20 m storage)		$155,000	$21,700	$1,550	$178,250	$17,825	$196,075
o SIGNALS		$200,000	$28,000	$2,000	$230,000	$23,000	$253,000
	Subtotal =	**$355,000**	$49,700	$3,550	$408,250	$40,825	**$449,075**
KENASTON NORTHBOUND AT BISON DRIVE (see Note 1)							
o KENASTON NORTHBOUND LEFT TURN DECEL LANE BISON DRIVE (15m storage)		$151,000	$21,140	$1,510	$173,650	$17,365	$191,015
o SIGNALS		$200,000	$28,000	$2,000	$230,000	$23,000	$253,000
	Subtotal =	**$351,000**	$49,140	$3,510	$403,650	$40,365	**$444,015**
KENASTON NORTHBOUND AT NORTH TOWN ROAD							
o KENASTON NORTHBOUND LEFT TURN DECEL LANE TO NORTH TOWN ROAD (15m storage)		$151,000	$21,140	$1,510	$173,650	$17,365	$191,015
o KENASTON NORTHBOUND RIGHT TURN DECEL LANE AND YIELD + ISLAND TO NORTH TOWN ROAD (0m storage)		$210,000	$29,400	$2,100	$241,500	$24,150	$265,650
o SIGNALS		$200,000	$28,000	$2,000	$230,000	$23,000	$253,000
	Subtotal =	**$561,000**	$78,540	$5,610	$645,150	$64,515	**$709,665**
	TOTAL=	**$4,068,000**	$569,520	$40,680	$4,678,200	$467,820	**$5,146,020**

Notes:

1. No cost included for NB decel/accel on NB Kenaston at South Town Road or Bison Drive since development of SE quadrant of Waverley West will not begin until after WWARP III complete.
2. Traffic signals cost assumed to be $ 200,000 at all one-way Kenaston intersections
3. All right/left decel lane costs have been modified to include required storage based on traffic analysis of full build-out of Waverley West area (2031 design year).
4. All storage lengths were rounded to nearest 5m and minimum storage was assumed to be 15m.
5. Auxiliary lane storage needs based on traffic analysis at full Waverley West build-out rounded to nearest 5m. Minimum storage of 15m assumed.



LEGEND
- MHRC RESPONSIBILITY
- ROADWAY ALREADY CONSTRUCTED
- POTENTIAL FUTURE ROADWAY (COSTS NOT INCLUDED ON THIS ESTIMATE)

Stantec | DILLON CONSULTING

PROJECT NO. 12-6606
SCALE 1:2000
TITLE WWARP III - KENASTON BLVD EXTENSION PTH 100 TO BISHOP GRANDIN BLVD DEVELOPER ATTRIBUTABLE AREAS
DRAWING NO. KEN-09 1 OF 4

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LEGEND
- MHRC RESPONSIBILITY
- ROADWAY ALREADY CONSTRUCTED
- POTENTIAL FUTURE ROADWAY (COSTS NOT INCLUDED ON THIS ESTIMATE)

Stantec | DILLON CONSULTING

PROJECT NO. 12-6606
SCALE 1:2000
TITLE WWARP III - KENASTON BLVD EXTENSION PTH 100 TO BISHOP GRANDIN BLVD DEVELOPER ATTRIBUTABLE AREAS
DRAWING NO. KEN-09 2 OF 4

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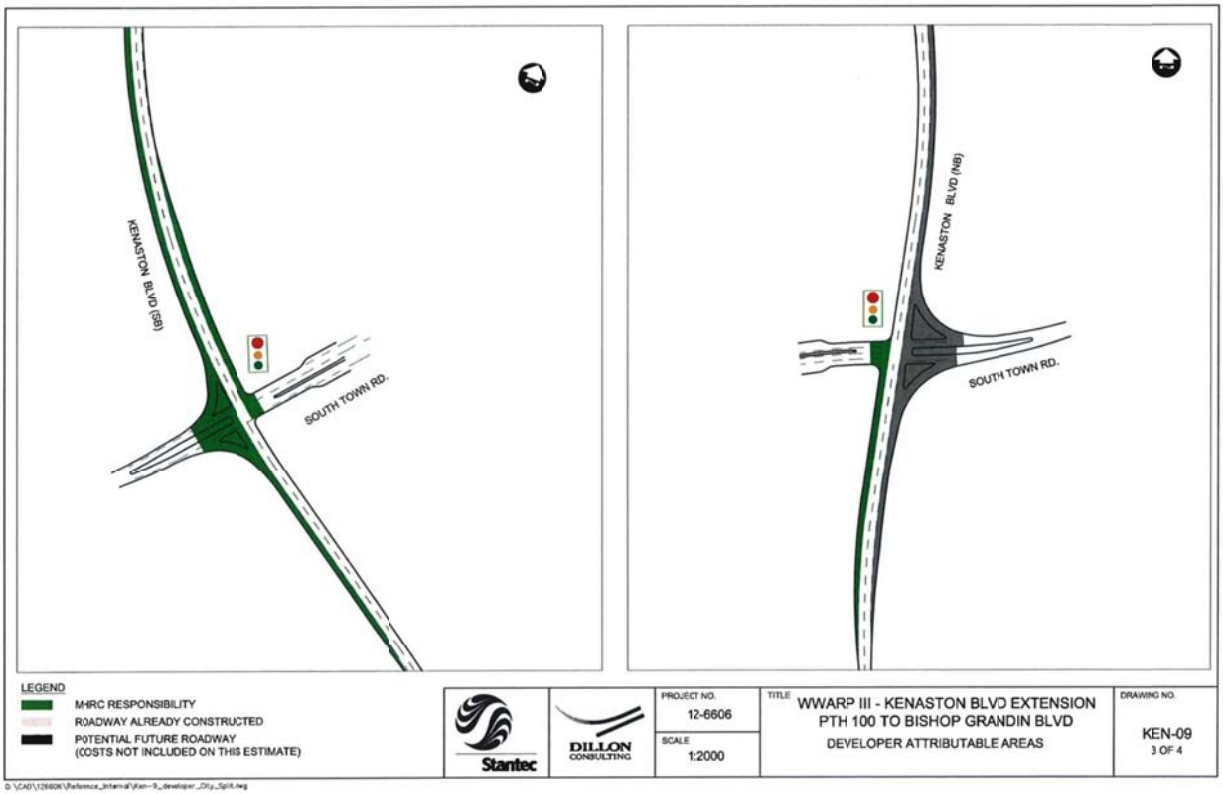

LEGEND
- MHRC RESPONSIBILITY
- ROADWAY ALREADY CONSTRUCTED
- POTENTIAL FUTURE ROADWAY (COSTS NOT INCLUDED ON THIS ESTIMATE)

Stantec | DILLON CONSULTING

PROJECT NO. 12-6606
SCALE 1:2000

TITLE: WWARP III - KENASTON BLVD EXTENSION
PTH 100 TO BISHOP GRANDIN BLVD
DEVELOPER ATTRIBUTABLE AREAS

DRAWING NO. KEN-09
3 OF 4

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LEGEND
- MHRC RESPONSIBILITY
- ROADWAY ALREADY CONSTRUCTED
- POTENTIAL FUTURE ROADWAY (COSTS NOT INCLUDED ON THIS ESTIMATE)

Stantec | DILLON CONSULTING

PROJECT NO. 12-6606
SCALE 1:2000

TITLE: WWARP III - KENASTON BLVD EXTENSION
PTH 100 TO BISHOP GRANDIN BLVD
DEVELOPER ATTRIBUTABLE AREAS

DRAWING NO. KEN-09
4 OF 4

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manitobahousing

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RECEIVED
FEB 1 1 2013
Public Works Department
Engineering Division

February 1, 2013

Mr. L.P. Deane
Manager of Engineering
City of Winnipeg
Public Works Department – Engineering Division
106 – 1155 Pacific Avenue
Winnipeg MB R3E 3P1

Dear Mr. Deane:

Re: Traffic Control Signals and Intersection Works on Kenaston Boulevard Through the Bridgwater Neighbourhoods.

I am writing in response to your letter dated December 12, 2012 regarding Manitoba Housing's obligations with respect to the roadworks and traffic signals at the intersections along that portion of Kenaston Boulevard running through the Bridgwater Neighbourhoods in south west Winnipeg.

I have reviewed the contents of the letter and can advise that The Manitoba Housing and Renewal Corporation hereby accepts the obligations and commitments as outlined by the City of Winnipeg in the letter.

Please do not hesitate to contact me directly if you have any questions or would like to further discuss. I can be reached at 204-945-4703.

Sincerely,

D. Rewniak

Dwayne Rewniak
Director, Land Development

Cc: Jim Gallagher, Land Development Consultant