Agenda – Standing Policy Committee on Finance and Economic Development – April 17, 2026

REPORTS

Item No. 11 **Ferry Road and Riverbend Combined Sewer Relief Works: Rutland Trunk Sewer,**
Project ID: 2038001125,
Quarterly Project Status Report No. 6
For the Period Ended January 31, 2026

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the financial status of the Ferry Road and Riverbend Combined Sewer Relief Works: Rutland Trunk Sewer, as contained in this report, be received as information.

ADMINISTRATIVE REPORT

Title: **Ferry Road and Riverbend Combined Sewer Relief Works: Rutland Trunk Sewer, Project ID: 2038001125, Quarterly Project Status Report No. 6 For the Period Ended January 31, 2026**

Critical Path: **Standing Policy Committee on Finance and Economic Development**

AUTHORIZATION

Author	Department Head	CFO	CAO
C. D. Wiebe, P. Eng., CAMP, Manager of Engineering Services	T. W. Shanks, M. Eng., P. Eng. Director, Water and Waste Department	T. Graham	J. Dunford

EXECUTIVE SUMMARY

Project On Schedule: Yes ☑ No ☐ **Project On Adopted Budget: Yes ☑ No ☐**

Percent of Schedule Complete: 1% **Percent of Adopted Budget Spent:** 5%

The Rutland trunk land drainage sewer (LDS) is part of the Ferry Road Combined Sewer Separation project. It has a capital budget of $55.1 million. This project is paid for through the Combined Sewer Overflow (CSO) and Basement Flood Management Strategy capital program.

Key project developments:

Since arriving on site on August 18, 2025, Erritt Construction has finished building two tunnelling shafts. Work on the outfall structure is still underway and is almost finished. Erritt remains on schedule to substantially complete the project before October 31, 2026.

The Advisory Committee has reviewed this report and recommends that the report be sent to the Standing Policy Committee on Finance and Economic Development.

RECOMMENDATIONS

1. That the financial status of the Ferry Road and Riverbend Combined Sewer Relief Works: Rutland Trunk Sewer, as contained in this report, be received as information.

REASON FOR THE REPORT

Major Capital Projects are required to report quarterly to the Standing Policy Committee on Finance and Economic Development. The threshold for reporting is reviewed at the beginning of each multi-year budget cycle and revised, if required, for Council consideration. For the 2024-2027 multi-year budget cycle Council approved that the threshold be maintained at $25 million. The Standing Policy Committee on Finance and Economic Development may also request reporting on any capital project.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications associated with receiving this report as information.

HISTORY/DISCUSSION

See Appendix C – Key Project Events (History)

Construction Phase (Update from last report)

- Erritt Construction completed construction of tunneling Shaft 2 and continued construction of the outfall structure at the Assiniboine River. The anticipated completion date has been revised to early March 2026.
- The Geotechnical Baseline Report noted a high concentration of boulders at the location of Shaft 2. During construction of Shaft 2, Erritt confirmed there was a considerable number of boulders and have decided to modify their methodology and construct a new launch shaft just north of Shaft 3. Erritt will now tunnel from this new shaft to both Shafts 3 and 2.
- Erritt has demobilized from the site and will return at the end of February to construct the additional launch shaft and Shaft 1. Once complete, tunnelling will begin. There is no change in schedule due to the additional shaft and Substantial Performance will be achieved by October 31, 2026.
- Erritt will begin stockpiling pipe on-site in March in advance of tunnelling in spring. Pipe is sourced from western Canada.
- Project completion dates:
    - Substantial Performance: October 31, 2026
    - Total Performance: June 30, 2027

Table 1 – Contracts

Contracts							
Bid Opportunity #	**Company Name**	**Description**	**Original Contract Award Value (GST & MRST extra as applicable)**	**Total Approved Over-Expenditures (Over-Expenditure amount only)**	**Date of Award**	**Date of Total Completion**	**Estimated % Complete**
286-2024B	Erritt Construction Ltd	Ferry Road and Riverbend Contract 6	$36,488,975.60	$ -	April 14,2025		1%
			-	-			
			-	-			
			-	-			
			-	-			
		Total	$36,488,975.60	**$ -**			

Upcoming Procurements:

Description	Anticipated Award Date

Schedule (Update from last report)

The schedule for construction of the Rutland Trunk Sewer is shown in Table 2 and remains unchanged from the last report.

Table 2 – Milestones

	Deliverable	Original Targeted Completion Date	Revised Targeted Completion Date	Actual Completion Date	Estimated % Complete
1	Pre- Qualification of Contractors	2024 Q3		2024 Q3	100%
2	Construction Tender Documents complete	2024 Q4		2024 Q4	100%
3	Rutland Trunk Sewer Contract Award	2024 Q4	2025 Q2	2025 Q2	100%
4	Rutland Trunk Sewer - Substantial Performance	2026 Q2	2026 Q4		1%
5	Rutland Trunk Sewer - Total Performance	2026 Q3	2027 Q2		

Risk (Update from last report)

No new risks were identified in this reporting period.

Table 3 – Significant Risks and Mitigations Strategies

Significant Risks and Mitigation Strategies	
Risk Statement and Explanation	**Risk Mitigation Management Plan**
New:	
None	
Ongoing:	
Presence of existing utilities in conflict with proposed trunk sewer alignment could impact construction schedule.	Existing utilities identified and relocation of existing utilities to be part of construction tender. Construction drawings to be circulated prior to issuing construction tender to identify any unknown utilities. Relocate utilities if necessary.
Damage to existing feeder main located along tunnel alignment	Water feeder main to be inspected and monitored prior to construction and after construction to determine pre existing and post construction condition.
The area is known to have till; soil conditions may vary resulting in cost increases	Provide all geotechnical baseline information as part of tender. Assume residual risk to avoid significant risk being built into the base contract and not realized.
Mitigated:	
Approval from Department of Fisheries and Oceans Canada for new outfall into the Assiniboine River	Application has been approved by Department of Fisheries and Oceans Canada and preliminary approval granted.
Project cost impacts resulting from potential 25% retaliatory tariffs on all imported goods from Canada to the United States. This has the potential to impact items such as steel, process equipment (i.e. centrifuges), and electrical equipment.	Purchasing provided a clause for the Adjustment for Changes in Laws, Taxes, or Tariffs, which was added to the tender package through Addendum No. 3. Tender has now closed and the contract awarded. Unit prices are set and within the alotted budget.
Construction tender was issued later in 2024 due to longer than anticipated detail design	Contract award expedited to meet critical dates as specified in the Contract.
Lack of local resources specializing in micro-tunneling may impact ability to obtain services of qualified contractors.	Pre-Qualification process undertaken to ensure qualified contractors were notified and were able to bid work.
Potential for discovery of unknown heritage artifacts along construction corridor could impact construction schedule.	Heritage Resource Branch performed a preliminary initial heritage impact site study for the construction corridor and no artifacts were found.
Impact on local environment from removal of trees due to construction works.	Parks and Open Space Forestry Branch provided a tree inventory valuation and cost to plant new trees in affected area.
Land Drainage Sewer easement requirements may take longer than expected delaying construction.	Real Estate and Land Development Branch has received a letter of approval from the School Division, agreeing to the easement. The easement will be in place prior to construction

Financial (Update from last report)

For further information, refer to Appendix B – Financial Forecast

Funding (Update from last report)

All design and construction work is funded from the CSO and Basement Flood Management Strategy capital program.

Table 4 – Project Funding Forecast

Funding Forecast			
Funding Source	**Adopted Budget (in millions)**	**Amended Budget (in millons)**	**Committed (in millions)**
Class of Estimate	**Class 3**		
Rutland Trunk Sewer	55.1	55.1	55.1
	-	-	-
	-	-	-
	-	-	-
Total	**55.1**	**$55.1**	**$55.1**

Property Acquisition (Update from last report)

No new property acquisition requirements were identified in this reporting period

- City of Winnipeg Real Estate and Legal Division continue with finalizing the easement agreement with St. James – Assiniboia School Division

Stakeholder Engagements/Communications (Update from last report)

- St. James Rods Football Club requested that construction of tunneling shaft 2 commence upon completion of the Rods football season, which Erritt Construction agreed to. Originally, shaft construction was to start late August.
- Coordination with various stakeholders continues during construction of tunneling shaft 3 and the outfall. Stakeholders include:
    - St. James – Assiniboia School Division / St. James Collegiate Principal's office
    - St. James Lawn Bowling Club
    - Bourkevale Community Centre; this also includes Parks and Open Space

Division related to potential impacts on the Bourkevale Off-leash dog park and athletic fields, as well as the City Forester regarding the treed area.

Subsequent Events after Report Period End Date

No subsequent events identified in this reporting period.

FINANCIAL IMPACT

Financial Impact Statement

Date: March 10, 2026

Project Name:
Ferry Road and Riverbend Combined Sewer Relief Works:
Rutland Trunk Sewer,
Project ID: 2038001125
Quarterly Project Status Report No. 6
For the Period ended January 31, 2026

COMMENTS:

Financial forecast for Ferry Road and Riverbend Combined Sewer Relief Works: Rutland Trunk Sewer can be found in Appendix B.

Angela Wiebe, CPA, CGA

Angela Wiebe, CPA, CGA
Acting Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

N/A

OURWINNIPEG POLICY ALIGNMENT

This report aligns with OurWinnipeg 2045, Policy 2.17 Regional Water Resource Management, by protecting local and regional watershed resources from the negative impacts of development, flooding, and pollution.

> Objective: Protect and value ecosystems as essential components to quality of life through municipal activities and urban environment.

This report aligns OurWinnipeg 2045, Policy 2.18 Potable Water Conservation, by providing safe, reliable and sustainable supply of potable water.

> Objective: Protect and value ecosystems as essential components to quality of life through municipal activities and urban environment.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

This report is in accordance with the Winnipeg Climate Action Plan through Strategic Opportunity #7 – Community Climate Resiliency. The CSO Master Plan identifies mitigation measures for impacts associated with climate change, and sustainable Green Infrastructure solutions, which assist to preserve natural systems for runoff volume reduction.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its goals and objectives, and it was determined that PRS is not applicable to this specific report.

SUBMITTED BY

Department:	Water and Waste Department
Division:	Engineering Services
Prepared by:	Duane Baker, C.E.T.
Date:	March 10, 2026

Appendices

Appendix A – Key Project Facts

Appendix B – Financial Forecast

Appendix C – Key Project Events (History)

Appendix A – Key Project Facts

Appendix A – Key Project Facts	
Project Name	Ferry Road and Riverbend Combined Sewer Relief Works: Rutland Trunk Sewer
Business Owner (Department)	Water and Waste
Project ID	2038001125
Project Sponsor	Stacy Cournoyer
Department Responsible for Project Delivery	Water and Waste
Consultant Engineer (Company Name)	Tetra Tech Canada Inc.
Adopted Budget	$55.1 million
Class of Estimate (Adopted)	Class 3
Range of Estimate (Adopted)	($42.1 million to $67.1 million)
Amended Budget	
Class of Estimate (Amended)	
Range of Estimate (Amended)	
Project Scope	
Construction of 2.0 kilometers of a 2400mm diameter land drainage trunk sewer on Rutland Street from St. Matthews Avenue to Assiniboine River. Included in the project is all anscillory work including the installation of manholes, catchbasins, wastewater sewer realigments, and pavement and greespace restorations.	
Major Capital Projects Advisory Committee Membership:	
Tim Shanks, Director of Water and Waste	
Tracy Graham, Chief Financial Officer	
Danny Tooth, Acting Manager of Major Project Oversight	
Kevin Kowalyk, Land Development Engineer, Planning,Property and Development	
Michelle Stainton, Project Management Engineer, Public Works	
Cynthia Wiebe, Manager of Engineering Services, Water and Waste	

Appendix B – Financial Forecast

Appendix B - Project Ferry Road and Riverbend Contract 6 Financial Forecast
As at Jan 31, 2026

Project Component Deliverables	Budget (in 000's)			Expenditure Forecast (in 000's)					Surplus (Deficit) From Amended Budget	Variance Last Report	Change in Variance *
	Adopted Budget	Council Approved Change	Amended Budget	Actual Costs To January 31, 2026	Projected Costs 2025	Projected Costs 2026	Projected Costs 2027	Total Forecasted Costs			
Engineering, Design and Other	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Construction	$ 45,000	$ -	$ 45,000	$ 2,578	$ -	$ 27,422	$ 15,000	$ 45,000	$ -		
Land Acquisition	$ 200	$ -	$ 200	$ -	$ -	$ 200	$ -	$ 200	$ -	$ -	$ -
Internal Financing/Overhead Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Contingency	$ 9,900	$ -	$ 9,900		$ -	$ -	$ 9,900	$ 9,900	$ -		
Total Project Budget	**$ 55,100**	$ -	$ 55,100	$ 2,578	$ -	$ 27,622	$ 24,900	$ 55,100	$ -		
% of Project Budget Spent (Actual Costs to Date / Adopted & Amended Budget)	5%		5%								

* Once construction is complete, surplus funds will be returned to the Combined Sewer Overflow and Basement Flood Management Strategy Program.

Appendix C – Key Project Events (History)

Project Background

The Ferry Road and Riverbend Combined Sewer District (CSD) consists of 470.0 hectares (1161 acres) and extends from the airport to St. James and from Saskatchewan to the Assiniboine River. The benefits of these planned separation works are:

- Provide basement flood relief for the district
- Pollution abatement and environmental compliance by reducing combined sewer overflows
- Decrease in wet weather flows to the NEWPCC treatment plant
- Lower the hydraulic load in the trunk sewers in this district

On July 4, 2011 the CAO approved the award of the multi-year contract for the Professional Consulting Services for the Detailed Design and Contract Administration Services for Ferry Road and Riverbend Combined Sewer Relief Works, Request for Proposal No. 439-2010, to Wardrop Engineering Inc. (now Tetra Tech Canada Inc.).

Eleven construction contracts have been completed prior to the Rutland Trunk as part of the Ferry Road and Riverbend Combined Sewer Relief Works, installing land drainage sewers ranging from 250mm to 1500mm in diameter.

On August 3, 2023, Tetra Tech Canada Inc was awarded a contract for Professional Consulting Services for the Detailed Design and Contract Administration for Ferry Road and Riverbend Combined Sewer Relief Works Phase 5 – Request for Proposal No. 439 -2010. Phase 5 includes the detailed design of the 2.0 km of 2400mm diameter land drainage trunk sewer on Rutland Street from St. Matthews Avenue to the Assiniboine River.

The construction of the Rutland Trunk is the next construction project to advance the program. All future construction relief projects within the Ferry combined sewer district require the completion of this trunk. The Rutland trunk is a 2400mm diameter land drainage sewer (LDS) approximately 2 km in length to be constructed in the Ferry Road Combined Sewer District (see map in Appendix D).

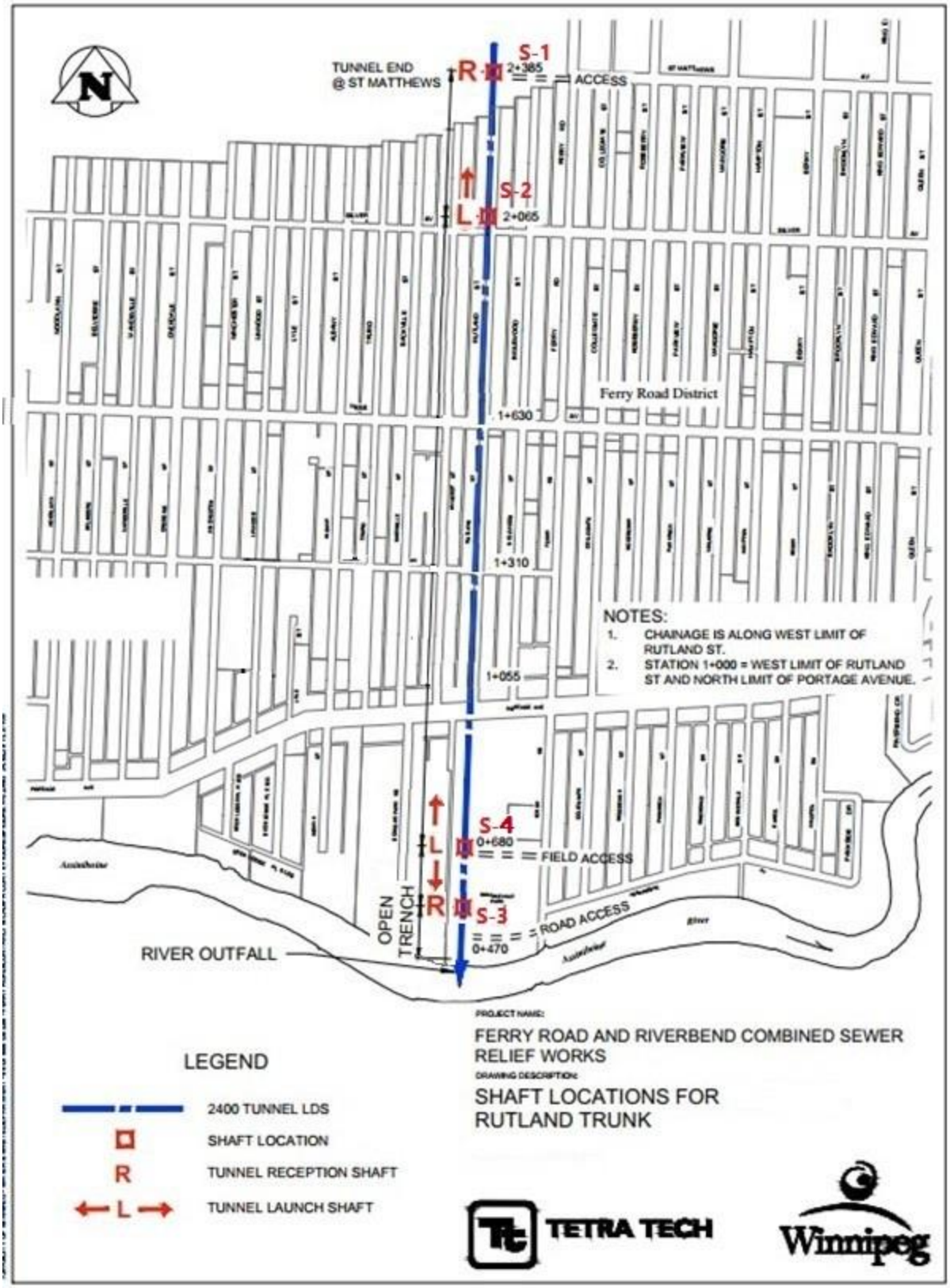
The lowest responsive bid received for the Rutland Trunk was from Erritt Construction Ltd in the amount of $36,488,975.60. This cost includes construction and an allowance for contingencies. Land acquisition costs for the permanent easement with the Winnipeg School Division are $200,000.00. Costs for Design and contract administration cost for the Rutland Trunk Sewer is part of the Ferry Road and Riverbend Combined Sewer Relief Study 439-2010. The CSO and Basement Flood Management Strategy capital program funds all this work.

As part of FSR 3, Funding was consolidated from various capital program budgets to Combined Sewer Overflow and Basement Flood Management Strategy: Rutland Trunk Sewer Project

Funding for the project, which currently totals $55,100,000 was distributed to multiple CSO capital program budgets. Consolidation of these budgets into a single capital project budget facilitates transparency and ease of recordkeeping and reporting related to the work performed at this site.

Combined Sewer Overflow and Basement Flood Management Strategy: Rutland Trunk Sewer Project

Capital Project #	Description	Council Approved Budget / Funding	Portion Related to CSO Bsmt Flood Man Strat: Rutland Trunk Sewer
Approved Budgets			
2038000122	2022 CSO Bsmt Flood Man Strat	30,000,000.00	10,100,000.00
2038000123	2023 CSO Bsmt Flood Man Strat	28,000,000.00	24,000,000.00
2038000124	2024 CSO Bsmt Flood Man Strat	47,000,000.00	21,000,000.00
		$ 105,000,000.00	$ 55,100,000.00
New Consoilidated Budget			
2038001125	CSO Bsmt Flood Man Strat: Rutland Trunk Sewer		$ 55,100,000.00


N
TUNNEL END
@ ST MATTHEWS
R
S-1
2+385
ACCESS
L
S-2
2+065
Ferry Road District
1+630
1+310
1+055
NOTES:
1. CHAINAGE IS ALONG WEST LIMIT OF RUTLAND ST.
2. STATION 1+000 = WEST LIMIT OF RUTLAND ST AND NORTH LIMIT OF PORTAGE AVENUE.
L
R
S-4
0+680
FIELD ACCESS
S-3
0+470
ROAD ACCESS
OPEN TRENCH
RIVER OUTFALL
LEGEND
2400 TUNNEL LDS
SHAFT LOCATION
R
TUNNEL RECEPTION SHAFT
L
TUNNEL LAUNCH SHAFT
PROJECT NAME:
FERRY ROAD AND RIVERBEND COMBINED SEWER RELIEF WORKS
DRAWING DESCRIPTION:
SHAFT LOCATIONS FOR RUTLAND TRUNK
TETRA TECH
Winnipeg