**Agenda - Council - May 18, 2005**

**Reports - Standing Policy Committee on Public Works - May 5, 2005**

**Item No. 5 Pembina Highway at Grandmont Boulevard Emergency Riverbank Stabilization**
**File PR-4.5**

STANDING COMMITTEE RECOMMENDATION:

On May 11, 2005, the Executive Policy Committee concurred in the administrative recommendation of the Standing Policy Committee on Public Works and submits the following to Council:

1. That emergency stabilization measures be approved for the west riverbank of the Red River along the east side of Pembina Highway at Grandmont Boulevard on an emergency basis at this time.

2. That UMA Engineering Ltd., be confirmed as the Engineering Consultant on this project.

3. That funding for this new 2005 Capital Project in the amount of $300,000 for work to be undertaken in 2005 be transferred from available surplus funds from the 2003 Capital Work Order for Plessis Road - Winnipeg Intermodal Terminal (WIT) Relocation in the amount of $300,000.

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

**Reports - Standing Policy Committee on Public Works - May 5, 2005**

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 11, 2005, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works the submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 5, 2005, the Standing Policy Committee on Public Works concurred in the administrative recommendation and submitted the matter to the Executive Policy Committee and Council.

The Standing Policy Committee on Public Works also passed the following motions, namely:

1. That the Administration enter into discussions with The Province of Manitoba relative to future funding for the project.

2. That the report from the Director of Public Works dated May 4, 2005 with respect to Pembina Highway at Grandmont Boulevard Emergency Riverbank Stabilization be forwarded to the Riverbank Management Committee for information.

# ADMINISTRATIVE REPORT

**RE: PEMBINA HIGHWAY AT GRANDMONT BOULEVARD**
**EMERGENCY RIVERBANK STABILIZATION**

**FOR SUBMISSION TO:** Standing Policy Committee on Public Works

**ORIGINAL REPORT SIGNED BY:** L.S.W. Larkin, P. Eng., Director of Public Works

**REPORT DATE:** May 4, 2005

**RECOMMENDATION(S):**

1. That emergency stabilization measures be approved for the west riverbank of the Red River along the east side of Pembina Highway at Grandmont Boulevard on an emergency basis at this time;
2. That UMA Engineering Ltd. be confirmed as the Engineering Consultant on this project; and
3. That funding for this new 2005 Capital Project in the amount of $300,000 for work to be undertaken in 2005 be transferred from available surplus funds from the 2003 Capital Work Order for Plessis Road – Winnipeg Intermodal Terminal (WIT) Relocation in the amount of $300,000.

**REPORT SUMMARY:**

**Key Issues:**

- The existing riverbank instabilities pose an unacceptable risk to Pembina Highway. Immediate remedial measures are required to address instabilities that have now undercut the pavement slabs.
- Failure to undertake immediate remedial measures may necessitate closure of one or more northbound lanes of Pembina Highway at this location.

**Implications of the Recommendation(s):**

**General Implications:**

| | |
|---|---|
| | None |
| X | For the organization overall and/or other departments |
| X | For the community and/or organizations external to the City |
| | Involves a multi-year contract |

**Comments:**

The existing riverbank instabilities pose an unacceptable risk to Pembina Highway. Failure to undertake immediate remedial measures may necessitate closure of one or more northbound lanes of Pembina Highway at this location.

**Policy Implications:**

[X] No
[ ] Yes

**Comments:**

**Environmental Implications:**

[X] No
[ ] Yes

**Comments:**

**Human Resource Implications:**

[X] No
[ ] Yes

**Comments:**

**Financial Implications:**

[X] Within approved current and/or capital budget
[ ] Current and/or capital budget adjustment needed

**Comments:**

This is a new emergency capital project. The Project was not included in the 2005 Capital Estimates and requires Council approval. Funding for this project is available for transfer from an existing approved capital project.

## REASON FOR THE REPORT:

In accordance with current policy, new/emergency capital projects require approval of Council. Transfer of over $100,000 or 25% of the base budget require approval of the Standing Policy Committee on Public Works.

## HISTORY:

The accelerated deterioration of riverbank stability along the east side of Pembina Highway at Grandmont Boulevard necessitates immediate implementation of an unscheduled Capital riverbank stabilization project.

Inspections by City staff in the summer of 2004 identified open tension cracks on the riverbank and active instabilities to the edge of the sidewalk exposing 30 meters of concrete sidewalk along Pembina Highway to immediate risk. A temporary handrail was placed along the length of instability to maintain the sidewalk open to pedestrians, and the firm of UMA Engineering Ltd. was requested to undertake a detailed evaluation of the riverbank stability and to recommend remedial measures to address instabilities of the riverbank.

## DISCUSSION:

The findings of UMA Engineering Ltd., dated April 21, 2005, identifies an urgent need to implement riverbank stabilization measures along the east side of Pembina Highway at Grandmont Boulevard as there is a risk to the reliability of Pembina Highway.

The recommended stabilization measure involves the immediate construction of a temporary shoring wall followed by a permanent shear key during the winter of 2005/06.

Work to be undertaken in 2005 includes riverbank monitoring, testing, application for regulatory authority approvals, detailed design, temporary shoring construction and shear key tendering. Further funding required for shear key construction in 2006 will be addressed in the 2006 Capital Program approval process. The total project cost is estimated to be $2,000,000. The Public Works Department will consult with the Planning, Property and Development Department on possible strategies for inclusion of this funding in the 2006 Capital Estimates.

Therefore, it is recommended that emergency stabilization measures be approved for the west riverbank of the Red River along the east side of Pembina Highway at Grandmont Boulevard on an emergency basis at this time; that UMA Engineering Ltd. be confirmed as the Engineering Consultant on this project; and that funding for this Supplemental 2005 Capital Project in the amount of $300,000 for Work to be undertaken in 2005 be transferred from available surplus funds from the 2003 Capital Work Order for Plessis Road – Winnipeg Intermodal Terminal (WIT) Relocation in the amount of $300,000.

## Financial Impact Statement

**Date:** April 28, 2005

**Project Name:** PEMBINA HIGHWAY AT GRANDMONT BOULEVARD EMERGENCY RIVERBANK STABILIZATION

**First Year of Program** **2005**

| | 2005 | 2006 | 2007 | 2008 | 2009 |
|---|---|---|---|---|---|
| **Capital** | | | | | |
| Capital Expenditures Required | $ 300,000 | $ - | $ - | $ - | $ - |
| Less: Existing Budgeted Costs | 300,000 | - | - | - | - |
| 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 | $ - | $ - | $ - | $ - | $ - |
| Less: Incremental Revenue/Recovery | 8,738 | - | - | - | - |
| Net Cost/(Benefit) | $ (8,738) | $ - | $ - | $ - | $ - |
| Less: Existing Budget Amounts | (8,738) | - | - | - | - |
| Net Budget Adjustment Required | $ - | $ - | $ - | $ - | $ - |

**Additional Comments:** Surplus funds ($300,000.00) from the Plessis Road - CNR Winnipeg Intermodal Terminal (WIT) Relocation (Project # 1804000603 ) are available for transfer to this project. Debt and finance charges are not applicable. Funding was originally approved from 2002 year end surplus. Incremental revenues are related to the Engineering administration overhead charges (3%).

*"Original Signed by Darcy Stewart, CA"*
Manager of Finance & Administration

**IN PREPARING THIS REPORT THERE WAS CONSULTATION WITH, AND CONCURRENCE BY:**

N/A.

**THIS REPORT SUBMITTED BY:**

| | |
|---|---|
| Department | Public Works Department |
| Division: | Engineering Division |
| Prepared by: | B. Ebenspanger, P. Eng..... 986-3712 |
| Processed by: | K. Ross ..... 986-4141 |
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