

**Minutes – Standing Policy Committee on Finance and Economic Development –  
April 15, 2024**

**REPORTS**

**Item No. 4                      St. Vital over the Red River Bridge Rehabilitation, Project ID:  
1805002721 and 1804000224, Quarterly Project Status Report No. 6  
For the Period Ended January 31, 2024**

**STANDING COMMITTEE DECISION:**

The Standing Policy Committee on Finance and Economic Development concurred in the recommendation of the Winnipeg Public Service and received the financial status of the St. Vital over the Red River Bridge Rehabilitation, as contained in this report, as information.

**Minutes – Standing Policy Committee on Finance and Economic Development –  
April 15, 2024**

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

# ADMINISTRATIVE REPORT

**Title: St. Vital over the Red River Bridge Rehabilitation,  
Project ID: 1805002721 and 1804000224,  
Quarterly Project Status Report No. 6  
For the Period Ended January 31, 2024**

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

## AUTHORIZATION

Author	Department Head	CFO	CAO
B Neirinck, P. Eng.	J. Berezowsky	C. Kloepfer	M. Jack

## EXECUTIVE SUMMARY

Project On Schedule: Yes  No

Project On Adopted Budget: Yes  No

Percent of Schedule Complete:

Percent of Adopted Budget Spent:

The project is forecast to be on time.

This is the sixth quarterly report to the Standing Policy Committee on Finance and Economic Development on this project. Expenditures to date total \$29,274,810.76. Since the last reporting period, the total project budget remains unchanged at \$57,574,000. However, the estimate at completion has changed and is now projected to be \$59,547,425, representing a deficit position for the project. The deficit is attributed to recent construction inflation for bridge and roadworks, unanticipated pier stability works, as well as higher than anticipated electrical costs of street lighting, pathway lighting and service point connections.

To account for the deficit, as previously reported, an additional \$2,300,000 has been identified in the draft preliminary 2024 Capital Budget, subject to Council approval, under the Regional and Local Street Renewal Program which will provide a reasonable contingency of the remaining works.

Traffic switchover onto the newly completed South Bound (SB) bridge structure, roadway lanes, and west access road was carried out on December 05, 2023, without any issues and construction on the East (Northbound) structure commenced during this reporting period and consisted mainly of deck and traffic barriers demolition.

Since the last reporting period structural analysis on the south riverbank/pier was completed and it was determined that minor remedial work was required at that location, consisting of infilling of the pier shaft between the two structures, to strengthen the pier and riverbank further and prevent future movements. This work was carried out during this reporting period.

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

That the financial status of the St. Vital over the Red River Bridge Rehabilitation, as contained in this report, be received as information.

## REASON FOR THE REPORT

The Asset Management Administrative Standard FM-004 requires all projects with a total estimated cost of \$25 million (2023) or more report quarterly to the Standing Policy Committee on Finance and Economic Development. This threshold is reviewed at the beginning of each multi-year budget cycle. The Standing Policy Committee on Finance and Economic Development may also request reporting on any capital project.

## IMPLICATIONS OF THE RECOMMENDATIONS

As this report is for information purposes only, there are no implications.

## HISTORY/DISCUSSION

See Appendix C – Key Project Events (History)

### **Key Project Events** (Update from last report)

Key project events that have occurred are as follows:

- Construction on the West (southbound) structure progressed during this reporting period and consisted mainly of traffic barriers construction, lighting installations, pier shaft infill work, and commencement of girder coating work.
- Roadway Construction concluded for the season during this reporting period, currently consisting of seasonal completion of major rehabilitation of the southbound lanes on Osborne and Dunkirk between Jubilee and Fermor, as well as full completion of the west access road south of the bridge, between Kingston Row and Dunkirk Drive.
- Traffic switchover onto the newly completed SB bridge structure, roadway lanes, and west access road was carried out on December 05, 2023, without any issues.
- Construction on the East (Northbound) structure commenced during this reporting period and consisted mainly of deck and traffic barriers demolition.
- Substantial Performance for this Project is still anticipated to be on October 31, 2024.

- Total Performance for this Project is still anticipated to be June 30, 2025.

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
RFP 244-2021	Morrison Hershfiled Limited	Consulting Services for Preliminary Engineering Study	\$ 798,091.00	\$ 159,629.00	12-July-21	30-May-22	100%
RFP 244-2021	Morrison Hershfiled Limited	Consulting Services for Detailed Design Engineering	1,519,552.00	-	23-Aug-22	20-Jan-23	100%
Tender No. 29-2021, CWO #2	Maple Leaf Construction Ltd.	Contract - Temporary Detour Works - Cross overs construction	222,210.00	-	24-Aug-22	21-Oct-22	100%
RFP 244-2021	Morrison Hershfiled Limited	Consulting Services for Contract Administration and Post Construction Services	2,394,161.00	-	30-Jan-23		23%
Tender No. 615-2022	MD Steele Construction Ltd.	Construction Contract - Phase 1 of Works associated with design scope of RFP 244-2021	16,181,098.75	6,056,227.00	10-Feb-23		52%
Tender No. 615-2022	MD Steele Construction Ltd.	Construction Contract - Phase 2 of Works associated with design scope of RFP 244-2022	26,728,129.97	-	18-Apr-23		
MM Ref No. 513-2023	Winnipeg Arts Council Inc.	Public Art Component	200,028.00	-	4-Jul-23		0%
MM Ref No. 808-2023	Shaw Cable Systems GP	Relocation of Shaw/Rogers Infrastructure	32,525.41		10-Oct-23	11-Nov-23	100%
MM Ref No. 842-2023	Telus Communication Inc.	Relocation of Telus Infrastructure	36,201.63		19-Oct-23	1-Dec-23	100%
MM Ref No. 898-2023	MB Hydro	Electrical Service Agreement - Installation of Street Lighting	797,011.00		01-Nov-23		35%
MM Ref No. 800-2023	MB Hydro	Electrical Service Agreement - Installation of Electrical Service Points at North and South ends of bridge	248,738.34		02-Nov-23		0%
MM Ref No. 980-2023	BellMTS	Relocation of BellMTS Infrastructure	64,598.91		29-Nov-23	1-Dec-23	100%
<b>Total</b>			<b>\$ 49,222,346</b>	<b>\$ 6,215,856</b>			

**Schedule** (Update from last report)

The project is currently forecast to be on schedule. The southbound bridge and roadway are now open to traffic. The detour state was switched and the northbound bridge and roadway are now closed to continue the next construction stage.

Table 2 – Milestones

Project Milestones				
Deliverable	Original Targeted Completion Date	Revised Targeted Completion Date	Actual Completion Date	Estimated % Complete
1 Preliminary Design	2022 Q2		2022 Q2	100%
2 Detailed Design	2022 Q4		2022 Q4	100%
3 Contract Administration	2025 Q2			23%
4 Detour Lanes	2022 Q4		2022 Q4	100%
5 Contract - Bridge Works	2024 Q4			52%
6 Substantial Performance	2024 Q4			
7 Total Performance	2024 Q4	2025 Q2		
8				

**Risk** (Update from last report)

- As a result of the north riverbank/pier movement and required remedial stabilization measures, due diligence has necessitated a review of the south riverbank/pier as a new risk. Although recent south riverbank/pier movements have not been detected, smaller scale historical movements have occurred at this location.
- Since the last reporting period structural analysis on the south riverbank/pier was completed and it was determined that minor remedial work was required at that location, consisting of infilling of the pier shaft between the two structures, to strengthen the pier and riverbank further and prevent future movements. This work was carried out during this reporting period.

Table 3 – Significant Risks and Mitigations Strategies

<b>Significant Risks and Mitigation Strategies</b>	
<b>Risk Statement and Explanation</b>	<b>Risk Mitigation Management Plan</b>
<b>New: N/A</b>	
<b>Ongoing:</b>	
Reduction of available working days due to poor weather conditions during construction season, such as rainy weather during road construction, warm weather when frozen Red River is utilized to perform work off the ice, and the Provincial limitations to in water works in the spring	Bid opportunity to use a completion date contract, with multiple defined Critical Stages with Liquidated Damages assigned.
Supply chain issues due to recent political events worldwide	Consultant to inquire with Contractor throughout the Construction period to ensure that materials specified are available
Unknowns/Unforeseen Costs.	Refine level of detail of estimates to minimize amounts and quantities of unknowns and unforeseen.
<b>Mitigated:</b>	
Delay in obtaining applicable Department of Fisheries and Oceans, City Waterways, and Provincial Waterways permits for the project.	Regulatory approvals secured.
Riverbank movements on the North bank of the Red River have been observed.	Offloading of the riverbank carried out along with underpinning of the north riverbank pile cap.
Possible delay to the project due to utilities (Hydro, MTS, Shaw, etc.) requirement for relocation or new plant construction and meeting the current project schedule.	All relocations carried out
Increases in material costs due to recent inflation of goods in Canada and worldwide	All materials prices secured
Non-adoption of forecasted funds required due to the increase in project costs as a result of additional scope	Refining estimates and optimizing designs, prior to future Council approved budget adoptions
Non-approval of first charge requests on forecasted funds required	Obtained first charge on future budgets
As a result of the north riverbank/pier movement and required remedial stabilization measures, due diligence has necessitated a review of the south riverbank/pier as a new risk. Although recent riverbank/pier movements have not been detected, smaller scale historical movements have occurred at this location.	Pier shaft infill carried out
COVID-19 Pandemic	Pandemic subsided

**Financial** (Update from last report)

For further information, refer to Appendix B – Financial Forecast

Expenditures to date primarily consist of Professional Services, temporary cross-over detours, the completion of Pier 3 emergency stabilization and underpinning works, Pier 7 infill work, and Construction Works, which all equate to \$29,274,810.76.

Currently, the total project Estimate at Completion is forecasted at \$59,547,425 for a projected deficit of \$1,973,425 without any remaining contingency.

The deficit is attributed to recent construction inflation for bridge and roadworks, unanticipated pier stability works, as well as higher than anticipated electrical costs of street lighting, pathway lighting and service point connections.

**Funding** (Update from last report)

The total project budget remains at \$57,574,000. No changes occurred since the last reporting to the committee.

As previously reported, to account for the deficit an additional \$2,300,000 has been identified in the draft preliminary 2024 Capital Budget, subject to Council approval, under the Regional and Local Street Renewal Program which will provide a reasonable contingency of the remaining works.

Table 4 – Project Funding Forecast

<b>Funding Forecast</b>				
<b>Funding Source</b>	<b>Adopted Budget (in thousands)*</b>	<b>Council Approved Changes (in thousands)</b>	<b>Amended Budget (in thousands)</b>	<b>Committed (in thousands)*</b>
<b>Class of Estimate</b>	<b>Class 3</b>		<b>Class 1</b>	
- Regional Street Renewal Reserve	11,201	5,000	16,201	16,201
- Frontage Levy	14,916	0	14,916	14,916
- Canada Community Building Fund	26,457	0	26,457	26,457
<b>Total</b>	<b>\$ 52,574</b>	<b>\$ 5,000</b>	<b>\$ 57,574</b>	<b>\$ 57,574</b>

\*on June 23, 2022 Council approved and authorized a First Charge on the 2023 Capital Budget for the St. Vital Bridge Rehabilitation project in the amount of \$15,600,000.

\* On March 22, 2023 Council approved and authorized a First Charge on the 2024 Capital Budget for the St. Vital Bridge Rehabilitation in the amount of \$33,900,000

**Property Acquisition** (Update from last report)

N/A – No property acquisition is required as part of the Project

**Stakeholder Engagements/Communications** (Update from last report)

N/A – No Stakeholders Engagements/Communications since last report.

**Subsequent Events after Report Period End Date**

n/a

<b>FINANCIAL IMPACT</b>
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**Financial Impact Statement****Date:** **March 4, 2024**

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**Project Name:****St. Vital over the Red River Bridge Rehabilitation****Project ID: 1805002721 & 1804000224****Quarterly Project Status Report No. 6****For the Period Ended January 31, 2024****COMMENTS:**

As this report is for informational purposes only, there is no financial impact. See Appendix B as to the financial status of this project.

*J. Ruby, 2024-03-14*

J. Ruby, CPA, CA

Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with:

N/A

## OURWINNIPEG POLICY ALIGNMENT

Good Health and Well-Being (HW):

4.10 Transportation Safety: Design, construct, maintain and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities.

## WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Climate Action Plan (CAP), and it was determined that the CAP is not applicable to this specific report.

## WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 5: Transportation System Equity is Enhanced

The St. Vital bridge is currently not bike friendly and travel may be dependent on access to motorized vehicles. The extension of the active transportation network across the bridge and to existing nodes in the north and south vicinities therefore fits the direct 10-year objective that states that Improvements to transportation infrastructure and services prioritize areas of higher poverty, and increased interconnectivity to employment and affordable goods and services.

## SUBMITTED BY

**Department:** Public Works

**Division:** Engineering

**Prepared by:** Damir Muhurdarevic, P.Eng., Bridge Projects Engineer

**Date:** March 15, 2024

## **Appendices**

Appendix A – Key Project Facts

Appendix B – Financial Forecast

Appendix C – Key Project Events (History)

## Appendix A – Key Project Facts

<b>Appendix A - Key Project Facts</b>	
<b>Project Name</b>	St. Vital over the Red River Bridge Rehabilitation
<b>Business Owner (Department)</b>	Public Works Department
<b>Project ID</b>	1805002721 & 1804000224
<b>Project Sponsor</b>	Brad Neirinck, P.Eng., Manager of Engineering
<b>Department Responsible for Project Delivery</b>	Public Works Department
<b>Consultant Engineer</b> (Company Name)	Morrison Hershfield Limited
<b>Adopted/Forecasted* Budget</b>	\$57,574,000.00
<b>Class of Estimate (Adopted/Forecasted*)</b>	Class 1 (-5% to +10%)
<b>Range of Estimate (Adopted/Forecasted*)</b>	\$54,695,300 to \$63,331,400
<b>Amended Budget</b>	N/A
<b>Class of Estimate (Amended)</b>	N/A
<b>Range of Estimate (Amended)</b>	N/A
<b><u>Project Description (Scope)</u></b>	
- Major rehabilitation and deck widening of the St. Vital Bridge twin structures	
- Rehabilitation of roadway adjacent to both sides of the bridge, Route 62, between Fermor Avenue and Rutgar Avenue, including intersection improvements at Fermor Avenue and Dunkirk Drive	
- Rehabilitation and geometric changes to the access ramps to and from Kingston Row, including rehabilitation of Kingston Row between the ramps	
- Temporary cross-over lanes' construction to facilitate structure closures and allow for complete consecutive bridge structure rehabilitation	
- Expansion of the active transportation network on both bridge structures and connections to existing networks on both sides of the Red River	
- Expansion and changes to the Transit stop network along route 62	
- Rehabilitation of culverts under Osborne Street and Dunkirk Drive as part of the active transportation network	
- Slope stabilization of the Red River embankments in the vicinity of the bridge on both banks of the Red River	
- Professional services for preliminary design, detailed design, contract administration, and post-construction services	
- Utility expansion and relocations	
<b><u>Committee Membership:</u></b>	
- Jim Berezowsky, Director of Public Works (Chair)	
- Brad Neirinck, Manager of Engineering (Project Sponsor)	
- Jason Ruby, Manager of Finance & Administration	
- Tim Shanks, Director of Water & Waste Department	
- Marc Pittet, Manager of Real Estate & Land Development	
- Danny Tooth, Acting Manager, Major Projects Oversight	
- Catherine Kloepper, Chief Financial Officer	

## Appendix B – Financial Forecast

**Appendix B - Project #1805002721 (St. Vital Bridge Rehab) & #1804000224 (Regional and Local Street Renewal Program) Financial Forecast  
As at January 31, 2024**

Project Component Deliverables	Budget (in 000's)			Actual Costs To Jan 31/24	Expenditure Forecast (in 000's)				Total Forecasted Costs	Surplus (Deficit) From Amended Budget	Variance Last Report	Change in Variance
	Adopted/Fo recasted* Budget	Council Approved Change	Amended Budget		Projected Costs							
					2024	2025	2026	2027				
Engineering, Design and Other	\$ 5,114	\$ -	\$ 5,114	\$ 4,223	\$ 2,737	\$ 157	\$ -	\$ 7,117	\$ (2,003)	\$ (1,926)	\$ (77)	
Construction	\$ 39,843	\$ 5,000	\$ 44,843	\$ 24,093	\$ 24,216	\$ 2,243	\$ -	\$ 50,552	\$ (5,709)	\$ (5,677)	\$ (32)	
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Internal Financing/Overhead Costs	\$ 1,611	\$ -	\$ 1,611	\$ 959	\$ 847	\$ 72	\$ -	\$ 1,878	\$ (267)	\$ (250)	\$ (17)	
Contingency	\$ 6,006	\$ -	\$ 6,006	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,006	\$ 6,006	\$ -	
<b>Total Project Budget</b>	<b>\$ 52,574</b>	<b>\$ 5,000</b>	<b>\$ 57,574</b>	<b>\$ 29,275</b>	<b>\$ 27,800</b>	<b>\$ 2,472</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 59,547</b>	<b>\$ (1,973)</b>	<b>\$ (1,847)</b>	<b>\$ (126)</b>
<b>% of Project Budget Spent</b> <small>(Actual Costs to Date / Adopted &amp; Amended Budget)</small>	56%		51%									

Project #	Adopted Budget (in thousands)	Forecasted Budget per 2023 Adopted Capital Budget (in thousands)	Total Adopted/ Forecasted Budget (in thousands)	Actual Costs (in thousands)
1805002721	\$ 46,874	\$ -	\$ 46,874	\$ 24,966
1804000224	\$ 10,700	\$ -	\$ 10,700	\$ 4,309
<b>Total</b>	<b>\$ 57,574</b>	<b>\$ -</b>	<b>\$ 57,574</b>	<b>\$ 29,275</b>

\* Adopted budget includes First Charge of \$33,900,000 on the 2024 Capital Budget approved by Council on March 22, 2023

## **Appendix C – Key Project Events (History)**

- On December 16, 2020, Council approved the 2021 Capital Budget, of which, \$2,000,000 is allocated to the St. Vital Bridge Rehabilitation Project. A portion was used to undertake the preliminary engineering study for the Project.
- On July 12, 2021, Morrison Hershfield Limited was awarded the consulting services for a preliminary engineering study under RFP No. 244-2021.
- Site Investigations and analyses occurred in summer/fall of 2021.
- On December 15, 2021, Council approved the 2022 Capital Budget, of which, \$6,074,000 is allocated to the St. Vital Bridge Rehabilitation Project.
- Preliminary Design of the bridge rehabilitation and widening, and all other works occurred over the winter/spring of 2022, with preliminary design finalized in May 2022.
- A class 3 Basis of Estimate (BoE) was submitted alongside the final Preliminary Design Report, and is still currently under review by the Assets and Project Management Department.
- On March 08, 2022, the project website <https://winnipeg.ca/stvitalbridge> was launched, as part of the Stakeholder Engagement program, followed by three (3) virtual stakeholder meetings, on March 22 and 23, 2022.
- Public Art installation is a component of this project. In May and June 2022, a series of three (3) Public Art Stakeholder Working Group meetings took place, to come up with recommendations and prepare a summary package to document findings to be presented to the Winnipeg Arts Council (WAC) to help inform the Call to Artists.
- On June 09, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works, and subsequently Council itself, on June 23, 2022, approved a first charge on the 2023 Capital Budget in the amount of \$15,600,000 for the St. Vital Bridge Rehabilitation Project.
- On August 23, 2022, Morrison Hershfield Limited was awarded consulting services for detailed design for the Project.
- Temporary cross-over detours were constructed between the north and southbound lanes of Route 62 in October 2022 in order to maintain traffic flow during the project.
- Detailed Design (Drawings and Specifications) were completed in November 2022.
- Tender documents were posted on MERX in late early December 2022.
- The Tender closing date is currently set at January 19, 2023.
- Tender for the project closed on January 20, 2023. Upon continuing observation of the market conditions, a major item of Work, structures coatings, was removed from the original contract, in order to stay under the budget cap.
- Subsequently, after the tender closed, Council approved an increase to the project as part of the 2023 budget process, where an additional \$5,000,000 was added to the project in 2024 with a first call on those funds approved for in 2023 due to revised estimates for roadway rehabilitation costs.

- The low bidder, M.D. Steele Construction Ltd. was successful and awarded Phase 1 of the Work. The project was being awarded in phases as it was necessary to start Construction as soon as possible in order to stay on schedule, and the adoption of the 2023 budget did not occur prior to award.
- Construction on site commenced on March 01, 2023 on the East (Southbound Lanes) structure.
- Award of Phase 2 will follow in Mid-April 2023, as the 2023 Capital budget was approved in March 2023, which included a first charge of \$33,900,000 on the 2024 Capital budget allocated to the St. Vital bridge project.
- As such, the City is currently fielding quotes from various coatings suppliers to re-instate this item of Work into the scope, which once approved, will require an Over Expenditure report to Council, as the total delegated Award Authority of up to \$45,000,000 to the CAO will be exceeded.
- Phase 2 of the Construction Contract for the Work was awarded on April 18, 2023 for a total contract price of \$42,909,228.72, plus G.S.T. as the 2023 Capital budget was approved in March 2023, which included a first charge of \$33,900,000 on the 2024 Capital budget allocated to the St. Vital bridge project.
- Monitored riverbank and concrete pier movement at the north bank of the Red River and subsequent analysis have prompted the undertaking of immediate stabilization work at that location. Work commenced as spring flood levels receded. An allowance of \$2,000,000.00 has been identified for riverbank/pier stabilization works.
- The Standing Policy Committee on Public Works approved an over expenditure of 14.11% or \$6,056,227.00 on the construction contract for steel girder preservation coating and riverbank/pier stabilization works, for a revised contract amount of \$48,965,455.72, plus G.S.T. during the June 08, 2023 meeting.
- A change in scope re-instating the steel girder preservation coatings item of Work (previously removed during the tender period) was approved for a total of \$4,056,227.00.
- Roadway Construction commenced in early June 2023, currently consisting of major rehabilitation of both southbound and northbound lanes of Osborne Street, between Jubilee Avenue and Rathgar Avenue, as well as the west access road south of the bridge, between Kingston Row and Dunkirk Drive. Construction on the West (southbound) structure progressed during this reporting period and consisted mainly of girder strengthening, abutment concrete repairs, Pier 3 emergency underpinning works, deck formwork construction, deck reinforcing steel installation and deck concrete slab pours, and traffic barriers construction.
- Roadway Construction continued throughout this reporting period, currently consisting of major rehabilitation of both southbound and northbound lanes of Osborne Street, between Jubilee Avenue and Rathgar Avenue, the southbound lanes on Osborne and Dunkirk between Jubilee and Fermor, as well as the west access road south of the bridge, between Kingston Row and Dunkirk Drive.

- Substantial Performance for this Project is anticipated to be on October 31, 2024.
- Total Performance for this Project is anticipated to be June 30, 2025.

### **Stakeholder Engagement/Communications**

- On March 08, 2022, the project website <https://winnipeg.ca/stvitalbridge> was launched, as part of the Stakeholder Engagement program. The website contained information such as the study timeline, frequently asked questions, a map of the project area, and a copy of the virtual presentation that was subsequently discussed at three (3) distinct stakeholder meetings.
- Stakeholder meetings took place on March 22 and 23, 2022, and included participants from neighbourhood community groups, schools, BIZs, and discipline-specific interest groups from throughout the City.
- Stakeholder input from those sessions was subsequently used to optimize and finalize the preliminary design.
- Public Art installation is a component of this project. A budget of approximately \$200,000 from the project funds has been allotted to the design and installation of public art in the project vicinity.
- In May and June 2022, a series of three (3) Public Art Stakeholder Working Group meetings took place, to come up with recommendations and prepare a summary package to document findings to be presented to the WAC to help inform the Call to Artists.
- The recommendations have been finalized in September 2022 and will be used as information for artists to prepare proposals for the design of the public art component.
- The project website will be updated in January 2023 to inform the public and stakeholders of design updates and anticipated construction schedule.
- It will subsequently be followed up by a single stakeholder meeting (January 2023) to directly inform the stakeholders of how their previous input and comments were considered in the completed design.
- The recommendations from the Public Art Stakeholder Working Group have been finalized in September 2022 and will be used as information for artists to prepare proposals for the design of the public art component in Q2 of 2023.
- A stakeholder meeting (January 31, 2023) was held to directly inform the stakeholders of the final design and how their previous input and comments were considered in the completed design.
- The project website was subsequently updated on February 02, 2023 to inform the public and stakeholders of design updates and anticipated construction schedule.
- The recommendations from the Public Art Stakeholder Working Group have been discussed with the Winnipeg Arts Council to plan the call for artists to prepare

proposals for the design of the public art component in Q2 of 2023.

- The City received a fee proposal from Winnipeg Arts Council Inc. for their efforts in engaging in the public art component of the project, taking out a call for artists, and hiring the successful artist to design the art for a total of \$200,028.00, plus applicable M.R.S.T. and G.S.T. This ask was approved by the Chief Financial Officer on July 4, 2023 under contract MM Ref No. 513-2023. The City created a Draft Legal Services Agreement with Winnipeg Arts Council Inc. to formally award them the assignment, which is currently being reviewed by Winnipeg Arts Council Inc.
- The City received fee proposals from Shaw/Rogers and TELUS for their efforts in the forced relocation of their utilities from the NB bridge structure existing conduits for a total of \$68,727.04, plus applicable M.R.S.T. and G.S.T. This ask was approved by Materials Management on October 10 and 19, 2023 under contracts MM Ref No. 808-2023 & 842-2023, respectively.