

# Groundbreaking *The Heavy News Weekly*

WORKSAFELY  MHCA

June 19, 2014

WORKFORCE  MHCA



## MHCA 2014 Spring Mixer a big success at The Assiniboia Downs!

Over 400 members, guests and dignitaries met at the historic Assiniboia Downs on June 11 for an exciting evening of horse racing, fine dining, mingling, networking and fun prizes! MHCA President Chris Lorenc served as MC, ensuring that all in attendance knew when to be at the ready for the races!

The MHCA was proud to welcome the following dignitaries:

Diane Gray – President & CEO of CentrePort Canada  
Minister Erna Braun – Manitoba Labour & Immigration  
Councilor Grant Nordman – Acting Deputy Mayor, City of Winnipeg  
Greg Dandewich – Senior Vice President, Economic Development Winnipeg  
Harvey Miller – Executive Director, Merit Contractors Association  
Jack Meseyton – President, Merit Contractors Association  
Jamie Hall – Director of Safe Work Manitoba, WCB  
Councilor Jeff Browaty – City of Winnipeg  
Lance Vigfusson – Assistant Deputy Minister, Manitoba Infrastructure & Transportation  
Larry Halayko – Director of Contracts Services, Manitoba Infrastructure & Transportation  
Mike Neill – Director Construction Support Services, Manitoba Infrastructure & Transportation  
Ron Weatherburn – Executive Director Construction & Maintenance, Manitoba Infrastructure & Transportation  
Councilor Russ Wyatt – City of Winnipeg, and  
Minister Steve Ashton – Minister, Manitoba Infrastructure & Transportation.

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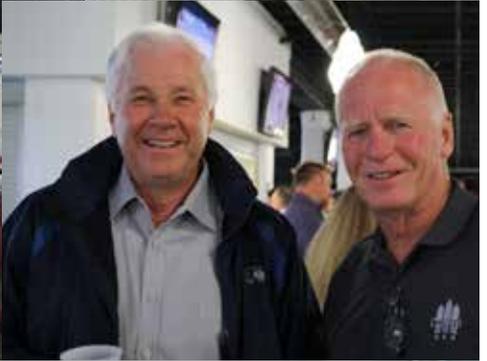
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Thank You to our Spring Mixer Sponsors!

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- Toromont CAT
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- Westcon Equipment & Rentals Ltd.



# Welcome MHCA New Members !

**Play Green Development Corporation**

Services: Contractor

**Sterling Forbister**  
Norway House, Manitoba  
ROB 1B0  
P.O. Box 363  
Telephone: (204) 359 6362  
Cel: (204) 301 - 1922  
Fax: (204) 359 - 6647  
Email: pdc@nhcn.ca



Welcome  
New  
MHCA Member !



The 2014 MHCA Equipment Rental Rates & Membership Directory has been mailed to members!

Released annually in spring, the MHCA Equipment Rental Rates & Membership Directory is the exclusive Equipment Rental Rates Guide in Manitoba. Its "yellow pages" list companies by areas of service.

Non-members can purchase this year's directory by contacting Brenda at 204.947.1379 or [brenda@mhca.mb.ca](mailto:brenda@mhca.mb.ca).

Public and private sector project owners extensively use the Directory to locate and contact needed suppliers of services, including contractors, materials, equipment, aggregates, oils, design, and engineering — to name a few.

# Capital planning essential

Previously published in The Winnipeg Free Press, June 11, 2014

The most encouraging news in the Capital Region's new master transportation plan is that Winnipeg and its 15 adjacent municipalities are actually talking and making plans for a shared future. Behind the quarrels that have divided some of the municipalities in the past, local leaders have been meeting, planning and thinking about how to make the complicated business of inter-city co-operation function like a seamless web.

The other alternative was to contemplate amalgamation -- one big city -- but that's not on anyone's agenda. The province has made it clear it has no stomach for such a venture. That means the 16 municipalities will have to figure out how to co-operate on transportation, transit, water and sewer, firefighting and land-use planning. Without such co-operation, there's a risk the region's competing interests would lead to a mishmash of conflicting rules and regulations.

The transportation plan itself envisions a series of road extensions, highway bypasses and 15 interchanges that could be necessary in the distant future if population and business continue to grow at their current rate, which could see the region expand from more than 767,000 people today to nearly one million in 2033.

That's a lot of growth to accommodate in a relatively short time frame, which is why proper planning is categorically imperative. The transportation plan doesn't include a price-tag, which would easily be in the billions of dollars, but at this stage any cost estimate would be grossly misleading.

The important point is there is a plan. True, it's not written in law, but existing and future business owners need to know where road connections might be placed; municipalities need to know what parcels of land can be developed, and which parcels must be set aside for potential road work.

It would be impossible to plan for future growth in a large diverse region without knowing how all the parts could fit together.

The partners have also been discussing land-use planning, one of the most contentious issues in the region. Obviously you can't have a plan for a road network without a comparable plan for zoning. Where will heavy industry be located, which lands will remain agricultural, where will all the new residents live?

This kind of co-ordination requires a regional land-use planning framework, which the partners say they are committed to achieving, even though not much work seems to have been done.

A conflict between East St. Paul and Winnipeg over a potential Wal-Mart highlights the problem. The tax-rich development would have risen on land owned by East St. Paul, but residential streets in Winnipeg would have been affected. The dispute is still brewing.

The problem with master plans, however, is that they are only as good as the commitment to them. The City of Winnipeg has routinely amended its planning blueprints over the years whenever they became inconvenient, or got in the way of a new development.

Bishop Grandin Boulevard was originally envisioned as an inner ring road to speed traffic around the city. Still incomplete, its intended use was very quickly altered when developers started building retail outlets along its path, forcing the city to permit the construction of on and off ramps that were never part of the original plan.

The Capital Region transportation plan is still a distant dream that will probably be changed or be altered in the future, but at some point it will be necessary to lock in a final plan and stick to it.

Ad hoc development is never a good planning device. It's usually motivated by desperation for new development at any cost, rather than long-term planning principles.

With 70 per cent of the provincial GDP and two-thirds of its population, the capital region is the province's economic engine. Its growth and success, however, depends on a firm commitment to proper planning.

# Don't fret so much about deficits, invest in infrastructure, Dodge advises

By: Julian Beltrame, The Canadian Press, Previously published in The Winnipeg Free Press, June 11, 2014

OTTAWA – Former Bank of Canada governor David Dodge is taking issue with the notion that balancing government budgets as quickly as possible is the key to a strong economy, or that it is a wise policy at the moment. In a new paper for the Bennett Jones legal firm, where he is now a senior adviser, Dodge analyses the two-speed Canadian economy and has some advice for governments to improve competitiveness and growth. Without naming any specific governments or politicians, Dodge makes clear that he believes now is not the time to slash and burn to get to a balanced budget.

Instead, the emphasis should be on taking advantage of low interest rates to invest in infrastructure to help improve Canada's lagging productivity, which he says is holding back the economy. The aim should not be to get deficits to zero as quickly as possible, but to reduce deficits to below nominal growth in the economy so that deficits become an ever-decreasing share of gross domestic product, he says. "It is thus important to realize that in the current environment of low long-term interest rates, fiscal prudence does not require bringing the annual budget balance to zero almost immediately. Small increases in borrowing requirements to finance infrastructure investment would still lead to declines in the debt-to-GDP ratio," he writes. "Governments should expand their investment in infrastructure while restraining growth in their operating expenditures so as to gradually reduce their public debt-to-GDP ratio."

The advice from one of Canada's most respected central bankers — he headed the institution between 2001 and 2008 during one of the country's most expansive economic periods — comes at a time when the issue of fiscal policy is front and centre in political discussion. On Monday, federal Finance Minister Joe Oliver chided both Ontario and Quebec for failing to corral their deficits, tying fiscal policy in Canada's two largest provinces to weak economic performance. The Harper government also has taken pot shots at Liberal Leader Justin Trudeau's less aggressive stance on deficit elimination. Trudeau has suggested the budget will return to balance through economic growth, without the need for aggressive austerity measures. As well, Ontario Conservative leader Tim Hudak has made fiscal prudence the central plank in his campaign, promising to eliminate 100,000 public service jobs if elected on Thursday.

By Dodge's analysis, which he co-wrote with Bennett Jones advisers Richard Dion and John Weekes, one of the chief problems with the Ontario and Quebec economies is loss of competitiveness since 2003 as higher commodity prices, particularly for Alberta oil, pushed up the dollar at the expense of central Canada's manufacturing sector. From 2008 to 2012, he says, Canada benefited from favourable terms of trade due to elevated commodity prices, but the spoils were not evenly spread. "At the same time as they were buttressing real national income and domestic spending, the high commodity prices and terms of trade contributed to keep the Canadian dollar strong, thereby holding down real net exports," Dodge said. "The resulting negative impact on real GDP would have varied considerably across provinces ... Ontario likely experienced relatively more severe losses of output than other regions of Canada as a direct result of losses in exports."

As well, Dodge says although commodity sales were a net gain for Canada, the gain was "highly concentrated in commodity-producing Western Canada and Newfoundland and Labrador." "The net impact of the terms of trade on real domestic income, on the other hand, we estimate to have been positive for most provinces but not for Ontario." In another recommendation, Dodge warns against Canadian regulators falling too closely in line with global financial system reforms being implemented as a result of the meltdown in 2008 that triggered the worldwide recession. While he agrees with forcing banks to retain more capital to backstop their operations, the move to "deadweight" regulations that add to compliance costs is lessening Canada's advantage in the sector, he says. "While Canada still has a fairly efficient financial system relative to other advanced economies, our advantage is declining," he cautions.

"Canadian authorities should resist pressure from the Basel Committee and the Financial Stability Board to replace our highly successful pre-2008 supervisory process with costly detailed 'black letter' regulation, regulation which is often not even appropriate for Canada." In the report, Bennett Jones forecasts Canada's economy will grow by 2.2 per cent this year and 2.4 per cent in 2015.



# ★ ANNUAL ★ GOLF CLASSIC

## GOLF SPONSORSHIP OPPORTUNITIES

MHCA Golf Classic - Wednesday August 13, 2014 | Elmhurst & Pine Ridge Golf Courses

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(includes prize & sign)

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\$350.00 + gst / 2 buses  
donation towards bus shuttle between courses

— **BEVERAGE CART / DRINK SPONSORSHIP**

\$1200.00 + gst / per course  
• will hold 1 team entry per sponsorship until June 19th. *Team registration fees extra*  
• signage on 2 carts per course  
• includes 1 drink per golfer

**SOLD OUT**

— **GOLF CART SPONSORSHIP**

\$1200.00 + gst per course  
• will hold 1 team entry per sponsorship until June 19th. *Team registration fees extra*  
• windshield signage on each golf cart

**SOLD OUT**

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\$950.00 + gst plus prize donation in excess of \$250.00 per course  
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• each team will use your corporate golf ball

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**Company:**

**Will be submitting a team:**

**Contact Person:**

**Ph:**

**Fax:**

**Special Instructions:**



# ★ ANNUAL ★ GOLF CLASSIC

## 2014 MHCA ANNUAL GOLF CLASSIC

Wednesday August 13, 2014 | Elmhurst & Pine Ridge Golf Courses

<p><b>REGISTRATION FEE:</b> \$240.00 / person + golf cart</p> <p>10:30 am – registration desk opens 12:00 noon – shotgun start</p>	<p><b>Four Person Texas Scramble includes:</b> Green Fee &amp; Motorized Cart Random Assignment of Spectacular Contests Fabulous Steak Dinner Bus shuttle between courses before/after dinner</p>
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**Member Company to be billed:** \_\_\_\_\_  
**Invoiced for tournament fees:** \_\_\_\_\_  
**Team Captain Name:** \_\_\_\_\_ **Ph:** \_\_\_\_\_  
**\*\*Email:** \_\_\_\_\_ **# on team:** \_\_\_\_\_  
**Other Golfers:**  
 1. \_\_\_\_\_  
 2. \_\_\_\_\_  
 3. \_\_\_\_\_  
 4. \_\_\_\_\_  
**Visa / MC / AMX #** \_\_\_\_\_ **Exp:** \_\_\_\_\_  
**Signature** \_\_\_\_\_  
**Dinner Only (\$50.00 / person all inclusive)** \_\_\_\_\_ **Invoice Tournament Fees:** \_\_\_\_\_

Submit registrations ASAP by **FAX: (204) 943-2279** | **Email: christine@mhca.mb.ca**

**REMINDERS:**  
 This popular event sells out fast, therefore, registrations are on a first come, first serve basis; additional registrations will be placed on a waiting list. All golfers will be notified by email (if you provide one on the registration form) about course location on **August 6, 2014**.  
 \*\*All team captains are responsible for notifying the rest of their team of course placement.  
 The Events Committee will try to accommodate requests, however, please understand that not all requests are possible.  
 If you are not registering a full team, the extra spaces will be filled by the tournament organizers.  
 As per MHCA Board Policy, only registrations cancelled at least 6 working days (Aug 5/14) prior to the commencement of this event will be refunded.  
 Disrespectful conduct of any kind towards a person(s) during the tournament is not acceptable. It may result in immediate eviction and/or future tournament suspension.  
 Dress code and pace of play are in effect.



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**1 AVAILABLE FOR IMMEDIATE DELIVERY, ARRIVING WEEKLY!**



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**NEW 2015 FELLING FT-50-3 (DECK OVER) TILT TAG**  
 triaxle, air tilt, air assisted ramps  
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**NEW 2015 FELLING FT-16-2 (DECK OVER) TAG**  
 tandem, spring ride, (2) 8k # axles, 20' of deck & 5' of beavertail with spring  
 loaded ramps, **IN STOCK**



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 hyd detach, set up for tri drive, 10' wide, 25' working deck, 13 hp Honda eng,  
 outriggers, 60" air ride susp, rear air lift, all T100 4 beam, **2 IN STOCK**



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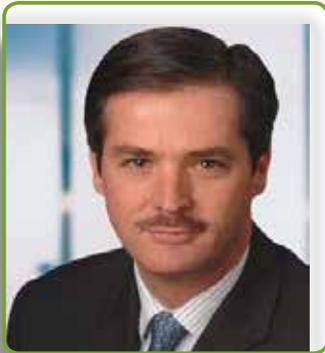


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## Trade Confidence is Up...Again!

Peter G. Hall, EDC Vice-President and Chief Economist, June 19, 2014



Peter G. Hall

For those whose working lives began in the past 5-7 years, 'normal' has been pretty gloomy. For much of that abnormally long period, a key economic ingredient – confidence – has been missing. In the middle of last year, it made a comeback.

No, it's not really roaring back, but in key OECD nations, it is back into the historically normal zone, and is rising. That's a great relief, but is it affecting business flows? In Canada's case, is it doing anything for exporters and their international activities?

Since 1999, EDC has conducted a semi-annual survey of trade confidence, which is the substance behind the Trade Confidence Index. The Index covers a unique period of history, including 9/11, the 'tech wreck', the soaring Canadian dollar, the massive, 5-year global bubble of excessive activity, the Great Recession, the hyper-stimulus that followed, and then – the long lull that we are only now beginning to emerge from.

Do exporters believe that this 'long lull' is ending? I just recently wrapped up my annual spring speaking tour across the country, meeting in 19 cities with some 2,300 Canadian exporters and those who work together with them. What I heard was that they want to believe it is true – and when asked about their personal experience, their order books seem to suggest that something is definitely picking up on Canada's trade front. The Trade Confidence Index agrees. In our most recent survey, conducted between March 24 and April 4, 750 respondents signaled a rising level of confidence in the global economy and their international sales. This is particularly encouraging, as the survey came hard on the heels of the unusually bitter North American winter.

In addition, this is the third successive increase in the Index, taking it to its highest level in the post-stimulus period, a level that is also well above the average score seen during the pre-crisis global economic boom.

What's driving the recent increase? Of the five Index elements, export sales were strongest. With 61 per cent of respondents expecting increased export sales over the coming six months, the balance of opinion for this indicator – the difference between those expecting increased versus decreased export sales – rose 9 percentage points to 57 per cent. International business opportunities also increased smartly. The balance of opinion rose from 29 per cent last fall to 37 per cent in the spring survey.

Those who see improved international opportunities in the next six months are more upbeat about global conditions and general stability, although the scores here are still pretty small. Their optimism seems to have been ignited by the change in the Canadian dollar. Only 9 per cent cited the dollar as a factor last fall; now 37 per cent see it as key to an improved outlook. When asked why, the most popular response was that a lower dollar will help them to increase sales by lowering their selling prices.

Exporters are less upbeat about domestic economic conditions. The balance of opinion for this indicator was the only one to fall, edging back marginally to 13 per cent. Paradoxically, they are more positive about domestic sales, where the balance of opinion rose 9 percentage points to 43 percent of those surveyed. It seems that while exporters are wary of weakness on the home front, sales are still roaring. Interesting.

Put it all together, and exporters seem to agree that Canada's growth is rotating – from the internal strength that we have enjoyed through the period of rough global growth, to a new, robust increase on the international front. Global indicators – particularly in the US and other OECD countries – point to a surge of global activity that is already very much underway. It is heartening to see that Canadian exporters – who account for about 30 per cent of GDP – appear to anticipate this, especially in the light of our modest experience of the past few years, and the tentative response that still seems to pervade global business decision-making.

The bottom line?

Trade confidence is on the rise, a sign that Canadian exporters are on top of recent changes in global demand. Let's hope that this perception is now translating into preparedness. There could be lots of activity coming our way.



# Training Schedule

Winnipeg Schedule:

Construction Safety Excellence™

## Training Schedule:

Jun-14 Traffic Control Coordinator Committee/Representative Training 1/2 day AM Flagperson 1/2 day PM COR™ Auditor Refresher 1/2 day AM	Jun. 4 - 5 Jun. 18 Jun. 18 Jun. 19
Jul-14 Committee/Representative Training 1/2 day AM COR™ Leadership in Safety Excellence COR™ Principles of Health & Safety Management COR™ Auditor	Jul. 3 Jul. 14 - 15 Jul. 16 Jul. 17 - 18
Jul-14 Brandon Training COR™ Leadership in Safety Excellence COR™ Principles of Health & Safety Management COR™ Auditor	Jul. 7 - 8 Jul. 9 Jul. 10 - 11
Aug-14 Train the Trainer Flagperson 1/2 day AM COR™ Leadership in Safety Excellence COR™ Principles of Health & Safety Management COR™ Auditor	Aug. 5 - 6 Aug. 7 Aug. 18 - 19 Aug. 20 Aug. 21 - 22



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For the most up to date training schedule for the coming months visit [www.mhca.mb.ca/worksafely](http://www.mhca.mb.ca/worksafely)

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[www.mhca.mb.ca/worksafely](http://www.mhca.mb.ca/worksafely)

**Manitoba Infrastructure & Transportation (at June 19, 2014) [www.gov.mb.ca/tgs/contracts/tenders/index.html](http://www.gov.mb.ca/tgs/contracts/tenders/index.html)**

**C.O. X02447 - MOWING**

Location: Various locations; Warren Sub-region area Tender Availability: Currently available  
Tender Due: 12:00 Noon, June 24, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361  
Mowing of grade slopes and ditches along various Provincial Trunk Highways and Provincial Roads in the Warren Sub-Region Area.

**TENDER NO. 6450 - GRADE AND GRANULAR BASE COURSE**

Location: PTH 39, 6.0 km west of PR 596 - 10.0 km east of PR 596 (New Location)  
Tender Availability: Currently available Tender Due: 12:00 Noon, June 24, 2014  
Owner: Infrastructure and Transportation Phone: 204-945-3637

The work involves construction of a rock and composite embankment, including drainage, crushed rock 125mm minus and granular base course surface on Provincial Trunk Highway 30, from 6.0 km west of Provincial Road 596 to 10.0 km east of Provincial Road 596 (new location), for a total construction distance of approximately 8.6 km in Unorganized Territory in the vicinity of Snow Lake. Major items of work include:

- 437 000 m3 of Composite Excavation (Modified)
- 295 000 t of Shot Rock
- 110 000 t of Crushed Rock 125 mm Minus

**C.O. X03694 - SLOPE STABILIZATION**

Location: PR 250, 5.0 km North of PTH 1 Tender Availability: Currently available Tender Due: 12:00 Noon, June 24, 2014  
Owner: Infrastructure and Transportation Phone: 204-726-6800

The work involves removal and placement of culvert end sections, bench cut west grade slope, haul and compact select fill material, and install erosion control measures adjacent to PR 250, 5.0 km north of PTH 1, in the RM of Whitehead

**C.O. X02448 - MOWING**

Location: Various locations; Carman Sub-region area Tender Availability: Currently available  
Tender Due: 12:00 Noon, June 25, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361

Mowing grade slopes & ditches along various Provincial Trunk Highways and Provincial Roads in the Carman Sub-region area.

**C.O. X02449 - MOWING**

Location: Various locations; Arborg Sub-region area Tender Availability: Currently available  
Tender Due: 12:00 Noon, June 26, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361

Mowing of grade slopes and ditches along various Provincial Trunk Highways and Provincial Roads in the Arborg Sub-region area.

**TENDER NO. 6451 - BITUMINOUS OVERLAY**

Location: PTH 101 (E/B and W/B), PTH 190 to PTH 6 Tender Availability: Currently available  
Tender Due: 12:00 Noon, June 26, 2014 Owner: Infrastructure and Transportation Phone: 204-945-3637

The work involves construction of a bituminous pavement overlay, including milling of the existing bituminous pavement, on the eastbound and westbound lanes of Provincial Trunk Highway 101 from approximately 1.0 km north of Provincial Trunk Highway 190 to the junction of Provincial Trunk Highway 6, for a total construction distance of approximately 14.2 km in the Municipalities of Rosser and Headingley.

Manitoba Infrastructure & Transportation (at June 19, 2014) [www.gov.mb.ca/tgs/contracts/tenders/index.html](http://www.gov.mb.ca/tgs/contracts/tenders/index.html)

**TENDER NO. 6452 - BRIDGE CONSTRUCTION**

Location: Over Tobacco Creek on PR 240 Tender Availability: Currently available Tender Due: 12:00 Noon, June 26, 2014  
Owner: Infrastructure and Transportation Phone: 204-945-3637  
The work involves construction of a One Span Bridge over Tobacco Creek on Provincial Road 240, located in Northeast 1/4 Section 10-06-07W, Municipality of Thomson, Bridge Site No. 4203-10.

**C.O. X02450 - MOWING**

Location: Various locations; Portage La Prairie Sub-region area Tender Availability: Currently available  
Tender Due: 12:00 Noon, June 27, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361  
Mowing of grade slopes and ditches along various Provincial Trunk Highways and Provincial Roads in the Portage la Prairie Sub-region area.

**C.O. X02451 - STOCKPILING WINTER SAND (CRUSHED)**

Location: Elie-Warren-Teulon area Tender Availability: Currently available  
Tender Due: 12:00 Noon, July 7, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361  
INTENT: Crushing and stockpiling winter sand at department's maintenance yards.

**C.O. X02452 - STOCKPILING WINTER SAND (CRUSHED)**

Location: Manitou-Morden-Treherne area Tender Availability: Currently available Tender Due: 12:00 Noon, July 8, 2014  
Owner: Infrastructure and Transportation Phone: 204-239-3361  
INTENT: Crushing and stockpiling winter sand at department's maintenance yards.

**C.O. X02453 - STOCKPILING WINTER SAND (CRUSHED)**

Location: MacGregor-Gladstone area Tender Availability: Currently available  
Tender Due: 12:00 Noon, July 9, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361  
INTENT: Crushing and stockpiling winter sand at department's maintenance yards.

**C.O. X02454 - STOCKPILING WINTER SAND (CRUSHED)**

Location: Riverton-Gimli-Fisher Branch area Tender Availability: Currently available  
Tender Due: 12:00 Noon, July 10, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361  
INTENT: Crushing and stockpiling winter sand at department's maintenance yards.

**X02455 - STOCKPILING WINTER SAND (CRUSHED)**

Location: Altona-Lowe Farm area Tender Availability: Currently available  
Tender Due: 12:00 Noon, July 11, 2014 Owner: Infrastructure and Transportation Phone: 204-239-3361  
INTENT: Crushing and stockpiling winter sand at department's maintenance yards.

City of Winnipeg (As of June 19, 2014) [www.winnipeg.ca](http://www.winnipeg.ca)

**TENDER NO. 463-2014 - 2014 REGIONAL STREET PACKAGE- KING EDWARD STREET SOUTHBOUND AND CENTURY STREET NORTHBOUND**

Tender Availability: Currently available Tender Due: 12:00 Noon, June 24, 2014  
Owner: City of Winnipeg Phone: 204-986-2491



City of Winnipeg (As of June 19, 2014) [www.winnipeg.ca](http://www.winnipeg.ca)

**TENDER NO. 576-2014 - 2014 CITY OF WINNIPEG/PROVINCE OF MANITOBA THIN BITUMINOUS OVERLAY (TBO) PROGRAM - CONTRACT 2**

Tender Availability: Currently available      Tender Due: 12:00 Noon, June 25, 2014  
Owner: City of Winnipeg      Phone: 204-986-2491

**TENDER NO. 577-2014 - 2014 CITY OF WINNIPEG/PROVINCE OF MANITOBA THIN BITUMINOUS OVERLAY (TBO) PROGRAM - CONTRACT 3**

Tender Availability: Currently available      Tender Due: 12:00 Noon, June 26, 2014  
Owner: City of Winnipeg      Phone: 204-986-2491

**TENDER NO. 545-2014 - 2014 REGIONAL STREETS PROGRAM: HENDERSON HIGHWAY NORTHBOUND-MCLEOD AVENUE TO SPRINGFIELD ROAD - MAJOR REHABILITATION**

Tender Availability: Currently available      Tender Due: 12:00 Noon, June 27, 2014  
Owner: City of Winnipeg      Phone: 204-986-2491

**OTHER**

**Town of Neepawa (at June 19, 2014)**

**TOWN OF NEEPAWA - ELLEN STREET, WATER, SEWER AND PAVEMENT RENEWALS**

Location: 275 Hamilton Street, Neepawa, MB R0J 1H0      Tender Availability: June 9, 2014  
Tender Due: 2:00 PM, June 25, 2014      Owner: Town of Neepawa  
Phone: 204-942-6391

The work involves the replacement of water mains, sewer mains, service connections and paved surfaces on Ellen Street between Brown Avenue and Tupper Avenue as indicated on the drawings.

**City of Brandon (at June 19, 2014) <http://www.brandon.ca/purchasing>**

**Brandon - 2014 South Dike Works**

Tender Availability: May 27, 2014      Tender Due: 2:00 PM, June 17th, 2014  
Owner: City of Brandon      Phone: (204) 729 - 2251

The work involves reconstruction of clay dikes, including granular, erosion control, sluice gate chambers and culverts.

**RM of St. Clements [info@rmofstclements.com](mailto:info@rmofstclements.com)**

**RM of St. Clements – Peltz Drive, Dike Tender**

Tender Availability: June 6, 2014      Tender Due: 2:00 PM, June 20th, 2014





Manitoba Infrastructure & Transportation [www.gov.mb.ca/tgs/contracts/tenders/index.html](http://www.gov.mb.ca/tgs/contracts/tenders/index.html) (as of June 19, 2014)

**TENDER NO. 6447 - STOCKPILING AGGREGATE - THE PAS-CRANBERRY PORTAGE-SNOW LAKE AREA**

Closing: June 12, 2014

Results:

(M) Strilkiwski Contracting Ltd. (COR™)	\$1,127,000.00
(M) Harrower Enterprises Ltd.	\$1,377,540.00
(M) Smook Contractors (COR™)	\$2,714,900.00

**TENDER NO. 6449 - SUPPLY OF PRECAST PRESTRESSED CONCRETE, CHANNEL GIRDERS, PTH 83 AT PIPESTONE CREEK**

Closing: June 12, 2014

Results:

(M) Lafarge Canada Inc. (COR™)	\$775,555.00
Armtec	\$798,574.00

City of Winnipeg (as of June 19, 2014) [www.winnipeg.ca](http://www.winnipeg.ca)

**TENDER NO. 516-2014 - CENTURE STREET NORTHBOUND MILL AND FILL AND NEW CONSTRUCTION - SASKATCHEWAN AVENUE TO 200M SOUTH**

Closing: June 13, 2014

Results:

(M) Borland Construction Ltd. (COR™)	\$1,144,290.00
(M) Maple Leaf Construction (COR™)	\$1,329,253.00

**TENDER NO. 497-2014 - 2014 REGIONAL STREET RENEWAL PROGRAM - SHERBROOK STREET REHABILITATION, SHERBROOK STREET AND BALMORAL STREET MILL AND FILL**

Closing: June 11, 2014

Results:

(M) Maple Leaf Construction (COR™)	\$1,940,826.00
(M) Borland Construction Ltd. (COR™)	\$2,152,440.00

**TENDER NO. 508-2014 - 2014 ALLEY RENEWAL PROGRAM - CONTRACT 1**

Closing: June 10, 2014

Results:

(M) JC Paving (COR™)	\$1,686,000.00
(M) Bayview Construction (COR™)	\$1,882,172.50
(M) Borland Construction (COR™)	\$1,954,944.50
(M) Maple Leaf Construction (COR™)	\$2,218,703.00



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