

Groundbreaking *The Heavy News Weekly*

WORKSAFELY 

June 5, 2014

WORKFORCE 



Effective Monday, June 2, 2014 the City of Winnipeg will replace two sentences in the Substitutes clause in all documents.

Effective Monday, June 2, 2014 the City of Winnipeg's Substitutes clause is amended to include the issuance of Addenda whenever a substitute (equal or alternative) is approved by the Contract Administrator. The two sentences in the Substitutes clause, to be replaced, are:

B6.6 The Contract Administrator will provide a response in writing, at least two (2) Business Days prior to the Submission Deadline, to the Bidder who requested approval of the substitute.

B6.6.1 The City will issue an Addendum, disclosing the approved materials, equipment, methods and products to all potential Bidders. The Bidder requesting and obtaining the approval of a substitute shall be responsible for disseminating information regarding the approval to any person or persons he/she wishes to inform.

Although the change is effective immediately, it should not cause many issues as most approvals are not dealing with proprietary information. The City of Winnipeg will update current documents prior to issuance and templates will be amended. As well, soon, the City will have an additional clause for Alternatives to design and instructions on how to deal with it. If a potential bidder/manufacture does not wish their idea to be disclosed, the City of Winnipeg will deal with it at that time. The clause does not allow the City to approve substitutes without disclosure.

Questions can be directed to:

Barb D'Avignon Manager of Materials. City of Winnipeg
ph.: 204-986-3901 / e. BDAvignon@winnipeg.ca



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Minding the infrastructure gap

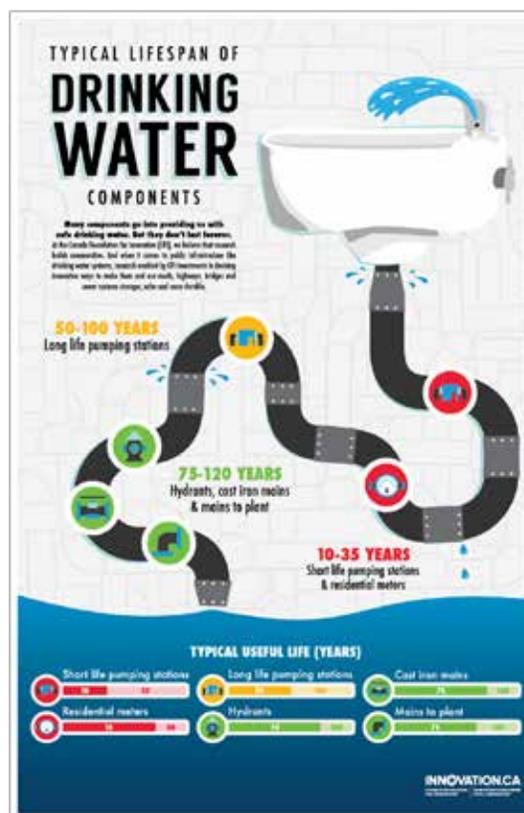
Innovative research is a crucial part of the plan to make Canada's roads, bridges and water systems stronger, safer and more durable

May 27, 2014 by Fraser Los; *previously published in INNOVATION.ca, Canadian Foundation for Innovation*

We often take public infrastructure for granted. We assume that the bridges we cross on the way to work will remain stable, that our taps will always run with clean water, that our buildings will stand straight. But nothing lasts forever. Everything breaks down eventually.

We live in unprecedented times. Along with the rest of the world, Canada is experiencing a massive migration to our urban centres — roughly 80 percent of Canadians now live in cities, a trend that shows no sign of slowing down. This increases our need for new infrastructure, and it further strains and stresses our aging infrastructure, much of which was built during the post-Second World War development boom. All those roads and bridges, water pipes and sewer systems were built to last. But in those days, that meant about 50 years.

Typical lifespans of infrastructure



And now here we are, half a century later. In Canada, the ‘infrastructure gap’ — the value of current infrastructure relative to the value of infrastructure that is needed — is wide and growing wider every day. Estimates for the cost to close this gap hover in the \$100 billion range. Are we ready to deal with it?

Not yet, says Hugh Mackenzie, an economist and the author of an alarming report on the deteriorating state of Canada’s public infrastructure called *Canada’s Infrastructure Gap: Where It Came From and Why It Will Cost So Much to Close*. In the report, released in January 2013 by the Canadian Centre for Policy Alternatives, Mackenzie makes no bones about the urgency of the issue: ‘The evidence is clear, both in the statistics and in the everyday experience of Canadians in every part of the country . . . there is a monumental gap between the infrastructure work we currently undertake and what is needed to re-store a state of good repair and to build for the needs of the future.’

continued on page 3

Minding the gap, continued from page 2

Public infrastructure is never an easy sell for funding, unless the needs are obvious. But ‘obvious’ in this realm is often marked by serious consequences, such as when the de la Concorde overpass collapsed in Laval, Que., in 2006, killing five people and leaving six others seriously injured.

In towns and cities across the country, more warning signs are starting to show. Toronto’s elevated Gardiner Expressway, for example, is deteriorating so rapidly, city engineers warn that key sections of the downtown artery will have to be closed within 10 years.

In Montréal, meanwhile, concrete chunks are falling from the city’s downtown Ville-Marie Expressway and urgent repairs were recently needed for both the Honoré Mercier and Champlain bridges, two extremely important connections for the island city.

So how can we deal with this crisis? The reality is that we’ll need to tackle the issue from multiple fronts at the same time. That means increased public investment, creative public-private partnerships and ramping up our research programs in these areas.

The latter option might just be the lowest-hanging fruit. When it comes to research in the realm of built infrastructure, Canada is already a world leader.

The tragic accident that occurred in Laval and last year’s fatal shopping mall collapse in Elliot Lake, Ont., were a wake-up call for all Canadians, but these events also shed a light on the importance of current research in Canada — work that is improving our understanding of long-term deterioration of these structures and devising innovative ways to make them stronger, safer and more durable.

As always, the key is not just to promote and nurture this research but to ensure that these innovations find their way from the lab to the market in a timely fashion. That effort will, of course, have major global implications.

The infrastructure gap may be wide in Canada, but it’s dwarfed by the needs of rapidly advancing countries, such as India and China.

Today, Canadian researchers are working to fill the void on a number of fronts. They’re creating new materials to build better roads and bridges and coming up with ingenious ways to repair and strengthen old ones; developing cutting-edge techniques to inspect structures using real-time digital monitoring; devising ‘green’ additives that will make concrete stronger and less wasteful; building innovative facilities to study buried, or ‘hidden,’ infrastructure, such as water pipes and sewers; and undertaking collaborative research methods to spur even more advances in the future.



The Gardiner then and now. Images of the Frederick G. Gardiner Expressway at Lakeshore Blvd. East and Cherry St. in Toronto, taken approximately 60 years apart. Then, the beginnings of a super highway designed to get motorists across the city quickly and easily; now, a project that will cost the city more than \$500 million over the next decade to maintain.
(City of Toronto Archives, Fonds 1257, Series 1057, Item 5619)



MHCA Committee Corner –



MIT MHCA Program Delivery Meeting

Representatives from MIT (Manitoba Infrastructure and Transportation) and the MHCA met twice in April and again on May 27, 2014 to review ways and means by which the programs considered under the Manitoba Five Year Plan can flow as close to what are announced as possible. This meeting was the third in a series of meetings and some good progress is already being made. Some topic areas discussed included:

- Accelerating tendering of the program - there has been noticeable acceleration
- Re-confirmed that warm mix can be used to lengthen the paving season
- A suggestion to use a stationary plant has already led to two new mill and fill jobs, one that has been tendered and a second to be tendered in June 2014
- Bridge job tenders should come out soon
- Tender to supply girders has been released
- It was noted that there are some capacity constraints on number of bridge consultants
- Discussed getting grading jobs out
- Discussed possibility of more winter work
- Consensus that more crushing could be done in the winter which requires road works contracts let out in the fall
- Discussed some challenges with permits for pits & quarries
- MIT has assembled a group of senior engineers to work on major, long term projects

The next MIT MHCA Program Delivery Meeting will likely take place in July 2014.

The Northern Affairs Committee met on Tuesday, May 27. Highlights of the meeting included affirming the committee's mandate, MHCA's presence in northern Manitoba with EXPO North and Indigenous engagement best practices.

There was much discussion regarding sole sourcing of tenders and the committee created Public Tendering Principles that were endorsed for referral to the MHCA Board of Directors.

The Snow Removal Yield Right of Way Committee met on Tuesday, May 27. Highlights of the joint MHCA/HEAT/MIT committee include working on required legislative and/or regulatory changes to address a legal right of way requirement for operators of snow removal equipment.

A next meeting is proposed to invite police services, MPI and related user stakeholder participation to consider related enforcement realities and challenges.

The MHCA Aggregate Producers Committee met on Tuesday, May 27; the Committee has, over an extended period of time and in consultation with aggregate producers, industry, consulting engineers and test labs developed for discussion and consideration a standard aggregate specification for Riprap, Base and Chip Seal Products. An accepted standard is hoped to improve efficiencies, costs and importantly ensure construction and final product performance to required owner's expectations. **A joint MHCA/MIT/Winnipeg committee** has been struck to review the proposal and considered proposals. Further discussions are pending.

MHCA Committee's and Events Coming Up:

Snow Removal Committee meeting on June 11, 2014

MHCA Spring Mixer - June 11, 2014 at Assiniboia Downs

MHCA Annual Golf Classic - August 13, 2014 at Elmhurst & Pine Ridge Golf Courses

If any MHCA members are interested in participating on MHCA committees, please contact Christine Miller to ensure your email address is included on the meeting notification listing. Email: christine@mhca.mb.ca or phone at 204-947-1379



★ ANNUAL ★ GOLF CLASSIC

2014 MHCA ANNUAL GOLF CLASSIC

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

REGISTRATION FEE

\$240.00 / person + gst

10:30 am – registration desk opens

12:00 noon – shot gun start

Four Person Texas Scramble includes:

Green Fees & Motorized Cart

An Assortment of Spectacular Contests

Fabulous Steak Dinner

Bus shuttle between courses before/after dinner

Member Company to be

Invoiced for tournament fees: _____

Team Captain's Name: _____ **Ph:** _____

****Email:** _____ **# on team** _____

Other Golfers 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.





★ ANNUAL ★ GOLF CLASSIC

GOLF SPONSORSHIP OPPORTUNITIES

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

Let us advertise your company and/or product at one of the largest and most popular golf tournaments for the heavy construction industry in Manitoba! Don't Miss Out!

Fax completed form to (204) 943-2279 or phone Christine at (204) 947-1379 | christine@mhca.mb.ca

FIRST COME...FIRST SERVED!!

_____ **HOLE SPONSORSHIP**

\$425.00 + gst

_____ **DUAL HOLE SPONSORSHIP**

\$699.00 + gst

_____ **LONGEST DRIVE**

\$425.00 + gst (includes prize & sign)

_____ **CLOSEST TO THE LINE**

\$425.00 + gst (includes prize & sign)

_____ **BALL IN THE WATER CONTEST**

\$425.00 + gst (includes prize & sign)
• sink your ball in the water & enter a draw to win

_____ **CLOSEST TO THE PIN**

\$425.00 + gst (includes prize & sign)

_____ **CHIPPING CONTEST**

\$425.00 + gst (includes prize & sign)

_____ **FREE PUTTING CONTEST**

\$425.00 + gst / per course
(includes prize & sign)

_____ **BUS TRANSPORTATION**

\$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

_____ **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

_____ **"TOURNAMENT BALL" CONTEST**

\$950.00 + gst plus prize donation in excess of \$250.00 per course
• will hold 1 team entry per sponsorship until June 19th. *Team registration fees extra*
• each team will use your corporate golf ball

TEAM ENTRIES

- Team registration forms and fees still need to be completed and sent into the MHCA prior to June 19, 2014
- If you forfeit your team entry please notify the MHCA

SPONSORSHIP RECOGNITION INCLUDES:

- Networking at one of the largest golf tournaments in Manitoba;
- Exposure to over 380 private sector decision makers in the heavy construction industry;
- Recognition in the facility, golf cart and dinner programs;
- Recognition in the Manitoba Heavy Construction Association Heavy News Weekly – which is circulated to over 1,000 companies plus stakeholders, associations across Manitoba, all Manitoba MP's, MLA's, City Councilors and agencies at all three levels of government throughout the province of Manitoba.

Company: _____ Will be submitting a team: _____

Contact Person: _____ Ph: _____ Fax: _____

Special Instructions: _____

Building Workforce Excellence!

The Manitoba Heavy Construction Association is proud to share news from the third annual EXPO South 2014, which took place in Winnipeg from April 7 to 9th, 2014.

EXPO South Instructor and Facilitator Roy McPhail, P. Eng. and student delegates selected the Ultimate Coach from his Coaching for Supervisors – Level 2 course.



Student delegates, along with Roy and MCSC's (Manitoba Construction Sector Council) Carol Paul, chose **Paul Gagnon** of Rocky Road Recycling as the 2014 Ultimate Coach!



MCSC's Carol Paul, 2014 Ultimate Coach Paul Gagnon of Rocky Road Recycling, and Instructor Roy McPhail, P. Eng.

Congratulations Paul!

We look forward to seeing you next year at EXPO South 2015, taking place March 24 and 26, 2015 at the Victoria Inn.



The City of Winnipeg and Dialogue Partners have launched "Our Budget, Forward", this year's budget consultation process. The City wants to engage its citizens, City Councillors and Public Service in together determining the way forward. This means aligning budget allocation and spending priorities with citizen values and needs while also asking participants to grapple with the costs, consequences and choices necessary to develop and inform responsible options and solutions.

The public conversation will first run from May 6 to June 22 and will focus on citizens values, ideas and priorities related to City services, programs and projects. This input will be provided to City Council and the Public Service to ensure citizens have an opportunity to provide guidance into the development of budgets. In the fall, we'll ask participants to work with us to development solutions, identify potential choices and weigh pros and cons of wise spending to meet collective needs.

For all the details and opportunities to participate please visit

www.winnipeg.ca/2015budget

Want to participate right away? Visit our online discussion forum and have your say

www.winnipegbudget.ca



Members of the MHCA's Aggregate Producers Committee meet to discuss STANDARD SPEC FOR RIP RAP BASE & CHIP SEA; the Aggregate Producers Committee is Chaired by James Kaskiw.



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.

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.



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the fastest, strongest linkage close under load in the industry!

CALL FOR DETAILS



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NEW 2015 NORTH COUNTRY CLOSE UNDER LOAD BELLY DUMP
triaxle, air ride, 60" spread, manual flip tarp

12 IN STOCK



ac59dg

NEW 2015 FELLING FT-50-3 (DECK OVER) TILT TAG
triaxle, air tilt, air assisted ramps

IN STOCK



ac68lm

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**



ab99xz

NEW 2014 PITTS CONTENDER 50 TON LOWBED
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**



ac68lf

NEW 2015 ETNYRE 40 TON PAVER TRAILER
triaxle, air ride, hyd bi-folding beavertail with hyd pop up ramp, 20k # hyd winch, 24570R17.5 tires, steel rims, strobe lights, apitong decking, **IN STOCK**



ab52jp

NEW 2015 FELLING FT-80-3 OTR STEP DECK
Triaxle, 53'x102", All Steel, Air Ride, 60" Spread, Beavertail, Spring Loaded Ramps, Winch & Track, **IN STOCK**



ab11vu

USED 2003 TRAIL KING 50 TON DOUBLE DROP LOWBED
hyd detach, 8'6" wide, triaxle, air ride, 55" spread, c/w swingouts, fenders, 255-70R22.5 tires, steel rims, wood floor, safetied, mint condition, **CALL**



ac16ck

USED 2006 PITTS 55 TON LOWBED
52'x8'6", hyd detach, triaxle, air ride, outriggers, rear loadbearing fenders, 255/70 tires, steel rims, **CALL**

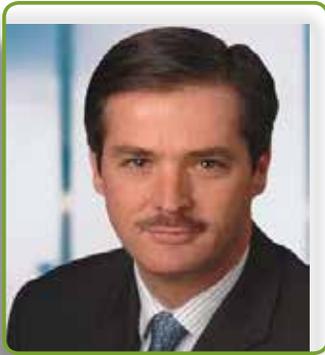


aa75vf

USED 2005 MUV-ALL AG EQUIPMENT TRANSPORT TRAILER
53'x8'6" with aluminum pullouts to 12'6", triaxle, air ride, 60" spread, hyd winch, 255-70R22.5 tires, steel rims, wood floor, new safety, **CALL**

Globalization: Dead or Alive?

Peter G. Hall, EDC Vice-President and Chief Economist, June 5, 2014



Peter G. Hall

Even before the last economic cycle ended, the bell was tolling. High energy prices were driving globalization onto the rocks, according to a highly-publicized Canadian book. The onset of crisis compounded the doomsaying. Me-first nationalism swept across the planet, threatening to undo the vast global integration that was the last cycle's hallmark. Is globalization dead?

Not on account of energy prices. That theory seemed to die an early death with the brief crash of oil prices at the end of 2008. In addition, price spikes led to exploration and development that have unearthed new oceans of global oil – we are not in imminent danger of running out of the stuff. What is more, the end of quantitative easing suggests that today's triple-digit oil prices won't last for long. At these prices, trans-globe transportation of the world's goods is still quite affordable; globally-integrated supply chains are indeed alive and well.

Recession-fed neo-protectionism is a much greater concern. The world has long since concluded that the benefits of freer trade far outweigh the costs. Yet as counter-intuitive as it was, there was a general capitulation to our basic instincts in a way that provoked a cascade of protectionist response – in developed and emerging markets alike.

Frankly, the sequence of political pronouncements in the early throes of the global crisis was stunning. And it was particularly frustrating that some of globalization's greatest beneficiaries were the loudest proponents of erecting fortress walls around their economies. 'Buy America' is still with us; 'France First' policies were prominent. It seemed unthinkable, but even China – the planet's trade juggernaut in the last cycle – wanted to tighten its borders.

One prominent head of state betrayed a woeful lack of understanding of supply chains by announcing that layoffs would occur in the foreign branches of its multi-national corporations, and not in their domestic operations. Logic like this made it easy to wonder whether globalization was headed for the historical archives.

Is the process dead or dying? It is far too early to tell. If recessions always and everywhere rekindle self-destructive economic selfishness, then the Great Recession, in whose sluggish slipstream we have stagnated for a half-decade, was bound to incite an exaggerated economic introversion. Yet as persistent as it has been, it is unlikely to last.

First, renewed growth is a great cure. Once momentum and confidence return, trade blockers will again be seen as prosperity-inhibitors, and are likely to fade from the political agenda.

Second, the speed of recovery will increase the urgency of removing trade irritants. Pent-up demand suggests that our half-decade hiatus will give way to a rush of growth that will reveal the economy's underlying constraints. Physical capital, labour, foodstuffs and even in certain places financial capital, will be in short supply locally. Most of these strictures can be greatly alleviated by further globalization of business activity.

Third, ongoing technological advances make the forces of globalization ever more inexorable. Location of investment is increasingly less important and is increasingly driven by fundamental efficiency. The upcoming growth cycle is likely to be characterized by ever-greater foreign investment flows and the activities of foreign affiliates.

Finally, when it dawns on the world once again that globalization's inclusion of the next wave of emerging markets is actually a great boost to domestic growth, the process will again be broadly embraced – and none too soon.

For multiple reasons, globalization has a gravitational pull that is hard to resist. We have likely just gone to the further reaches of an elliptical orbit that renewed growth will pull us back from. Over the coming months and years, we are likely to see the rapid dismantling of the post-crisis period's economic Maginot lines.

The bottom line?

Globalization is alive and well, and the launch of the world economy's next growth cycle – now underway – will prove it all over again.

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Pitblado LAW

We understand



SPRING MIXER



Wednesday June 11, 2014 | Assiniboia Downs
Reception – 5:00pm ~ Dinner – 6:00pm ~ Live Racing – 7:00pm

TO ORDER TICKETS, FAX COMPLETED FORM BACK TO 204-943-2279. TICKETS: \$80.00 (+ gst) / person

Company: _____

Number of tickets (tables of 8): _____ Contact Person: _____

PAYMENT OPTIONS:

Invoice: _____ Visa/MC/AMX#: _____ Exp: _____

Signature: _____

For more information please contact Christine at the MHCA office by phone: 204-947-1379, fax: 204-943-2279
or by email at christine@mhca.mb.ca

As per MHCA Board Policy, only registrations cancelled 5 business days prior to the commencement of this event will be refunded.



Training Schedule

Winnipeg Schedule:

Construction Safety Excellence™

Training Schedule:

Brandon

COR™ Leadership in Safety Excellence	Jul. 7 - 8
COR™ Principles of Health & Safety Management	Jul. 9
COR™ Auditor	Jul. 10 - 11

Winnipeg

Traffic Control Coordinator	Jun. 4 - 5
Committee/Representative Training 1/2 day AM	Jun. 18
Flagperson 1/2 day PM	Jun. 18
COR™ Auditor Refresher 1/2 day AM	Jun. 19
Committee/Representative Training 1/2 day AM	Jul. 3
COR™ Leadership in Safety Excellence	Jul. 14 - 15
COR™ Principles of Health & Safety Management	Jul. 16
COR™ Auditor	Jul. 17 - 18



FOR THE FULL CALENDAR
www.mhca.mb.ca/worksafely

To Register:
 Contact Sarah Higgins
sarah@mhca.mb.ca

For the most up to date training schedule for the coming months visit www.mhca.mb.ca/worksafely

A demonstration of strong
Safety Leadership



TO REGISTER:
worksafely@mhca.mb.ca



/ManitobaHeavy

www.mhca.mb.ca/worksafely

TENDER NO. 6447 - STOCKPILING AGGREGATE

Location: The Pas-Cranberry Portage-Snow Lake Area Tender Availability: Currently available

Tender Due: 12:00 Noon, June 10, 2014 Owner: Infrastructure and Transportation Phone: 204-945-3637

The work involves supplying, crushing, loading, hauling and stockpiling aggregate for use on Provincial Trunk Highways 10 and 30, Provincial Roads 384, 287, 282 and 392 in Unorganized Territory. Major items of work include:

- 21 200 m3 of Stockpiling Traffic Gravel Class "D" (EPP)
- 4 000 m3 of Stockpiling Aggregate for Bituminous Pavement Class "B" (Modified)
- 7 000 m3 of Stockpiling Traffic Gravel Class "D" (Limestone) (EPP)
- 8 000 m3 of Stockpiling Winter Sand (Screened) (EPP)

TENDER NO. 6449 - SUPPLY OF PRECAST PRESTRESSED CONCRETE

Location: PTH 83 at Pipestone Creek Tender Availability: Currently available

Tender Due: 12:00 Noon, June 10, 2014 Owner: Infrastructure and Transportation Phone: 204-945-3637

The work involves supply of Precast Prestressed Concrete Channel Girders for a Three Span Bridge Structure on Provincial Trunk Highway 83 over Pipestone Creek located in section E29-07-26W, Municipality of Pipestone, Bridge Site No. 945-10.

C.O. X04434 - MOWING

Location: Various Locations; Winnipegosis-Rorketon-Alonsa-McCreary-Dauphin area Tender Availability: Currently available

Tender Due: 12:00 Noon, June 16, 2014 Owner: Infrastructure and Transportation Phone: 204-622-2061

The work involves mowing approximately 1,374.3 ha of gradeslope and ditches.

C.O. X04433 - MOWING

Location: Various Locations; Gypsumville-Ashern-Eriksdale-St. Laurent Areas Tender Availability: Currently available

Tender Due: 12:00 June 17, 2014 Owner: Infrastructure and Transportation Phone: 204-622-2061

The work involves mowing of grade slopes and ditches along various PTH's and PR's in the Gypsumville-Ashern-Eriksdale-St. Laurent areas.

C.O. X05921 - MOWING

Location: Various locations, Ponton, Wabowden, Jenpeg, Norway House and Thompson Areas

Tender Availability: Currently available Tender Due: 12:00 Noon, June 18, 2014

Owner: Infrastructure and Transportation Phone: 204-677-6540

The work involves mowing of grade slopes and ditches along various Provincial Trunk Highways and Provincial Roads in the Ponton, Wabowden, Jenpeg, Norway House and Thompson Areas.

C.O. X04435 - MOWING

Location: Various locations; Swan River, Cowan, Mafeking & Roblin Areas Tender Availability: Currently available

Tender Due: 12:00 Noon, June 18, 2014 Owner: Infrastructure and Transportation Phone: 204-677-6540

The work involves mowing approximately 1 257.58 ha along various PTH 7 PR's.

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.

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 of grade slopes and 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.

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.

[City of Winnipeg](#) (As of June 5, 2014) www.winnipeg.ca

TENDER NO. 497-2014 - CITY OF WINNIPEG REGIONAL STREET PACKAGE SHERBROOK (MARYLAND BRIDGE TO ELLICE AVENUE) BALMORAL STREET (ELLICE AVENUE TO CUMBERLAND STREET) 14 C-06.

Tender Availability: Currently available Tender Due: 12:00 Noon, June 11, 2014
 Owner: City of Winnipeg Phone: 204-986-2491

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

Tender Availability: Currently available Tender Due: 12:00 Noon, June 13, 2014
 Phone: 204-986-2491 Owner: City of Winnipeg

TENDER NO. 542-2014 - STREETS MAINTENANCE PRESERVATION PROGRAM 2014 - ASPHALT OVERLAYS AND CONCRETE PAVEMENT PRESERVATIONS

Tender Availability: Currently available Tender Due: 12:00 Noon, June 17, 2014
 Phone: 204-986-2491 Owner: City of Winnipeg



(M) Indicates MHCA member / (COR™) Indicates an MHCA WORKSAFELY COR™ Certified Company
 MANITOBA HEAVY CONSTRUCTION ASSOCIATION - 3-1680 Ellice Avenue, (M) Indicates MHCA member / (COR™) Indicates an MHCA WORKSAFELY COR™ Certified Company
 MANITOBA HEAVY CONSTRUCTION ASSOCIATION - 3-1680 Ellice Avenue, Winnipeg MB R3H 0Z2
 Tel: (204) 947-1379 Fax: (204) 943-2279 Email: brenda@mhca.mb.ca

AT JUNE 5, 2014

Manitoba Infrastructure & Transportation
www.gov.mb.ca/tgs/contracts/tenders/index.html (as of June 5, 2014)

TENDER NO. 6441 - CULVERT INSTALLATIONS, BOUNDARY CREEK DRAIN, VICINITY OF WINNIPEG BEACH

Closing: May 20, 2014	Results:
(M) Eagle Eye Excavation (COR™)	\$326,634.35
(M) North Interlake Contractors (COR™)	\$336,746.00
(M) Mulder Construction & Materials Ltd. (COR™)	\$417,793.00
(M) Hugh Munro Construction (COR™)	\$420,890.00
(M) Tri-Line Construction (COR™)	\$447,700.00
(M) Earth Max Construction (COR™)	\$493,968.00
(M) L. Chabot Enterprises (COR™)	\$532,182.30
Meseyton Construction (COR™)	\$546,443.50
(M) H. Baudry Construction (COR™)	\$696,217.00

TENDER NO. 6443 - SUPPLY OF PRECAST PRESTRESSED CONCRETE GIRDERS FOR BRIDGES OVER TOBACCO CREEK ON PR 240, CORDITE DRAIN ON PR 207, HESPELER DRAIN ON MUNICIPAL ROAD 11

Closing: May 27, 2014	Results:
Armtec	\$572,677.00
(M) Lafarge Canada Inc. COR™	\$697,000.00





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