



## MHCA REMINDS COUNCIL OF REQUIRED CHANGES TO ACCELERATING CONSTRUCTION PROGRAM

The below message was emailed to the Mayor and all members of the City of Winnipeg Council on April 8, 2015, by MHCA President Chris Lorenc.

"The message repeats recommendations, made by MHCA, which have been designed to assist Winnipeg's Mayor and Council members to ensure timely, efficient, safe and cost effective delivery of its annual construction program," said Lorenc.

Given growing City of Winnipeg infrastructure budgets, ensuring a streamlined, safe and efficient process which recognizes the imperatives of enabling industry's timely annual delivery of construction projects, are key political, policy and fiscal objectives. The city's public works departments are competent, professional and capable of delivering the programs, but respectfully, Council must enable its public servants to deliver on Council's stated capital and political priorities.

How? We repeat, for your consideration and hopeful adoption, the following recommendations which support a 'partnered elected/administrative branch' approach to achieving accelerated road and infrastructure program management and delivery, with industry:

1. Council should approve 150% of the construction/capital program annually in November. 100% should be approved for the next year, and 50% should be approved of the following year's construction program;

2. Upon budget approval, it should enable Administration to award design responsibilities to the engineering community based upon objective assessment of merit, experience and project rating. Such criteria aid in ensuring streamlining the current cumbersome, time consuming and unnecessarily costly proposal process; continued on page 2

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# MHCA ADVOCATES ACCELERATING CONSTRUCTION PROGRAM,

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3. Target to tender and award 80% of the program annually between November and March to enable construction to start no later than May thereby extending the construction season;

4. Permit flexibility -- which the above allow -- in the scheduling of projects within the contract parameters minimizing or eliminating unrealistic project start and completion dates thereby enabling industry's ability to efficiently organize its affairs;

5. Orient program design preferences in favor of larger projects. In the case of streets for example, larger projects whether regional, collector or residential, would reduce the waste associated with mobilization and demobilization; enables cost advantages of economies of scale; supports design award and delivery efficiencies; and ultimately delivers more product per dollar; and

6. Use penalties for late and bonuses for early completion in profile projects in a balanced manner. Relying on penalties alone sets a negative relationship tone and results in adding the risk of unreasonable penalties to the bid price. Balancing penalties with bonus opportunity levels out the bidding process and provides more of an incentive.

## Benefits

Adopting the above six steps would support the following political, public and budget outcomes:

- facilitates political project selection
- enables realizing on annually increasing construction projects
- assists departments meeting Council priorities
- improves industry's labor productivity, supply logistics and program management
- supports more competitive bidding which could result in overall cost savings of up to 15% due to gained efficiencies thereby further expanding the program value
- improves program scheduling and related delivery efficiencies
- expands the construction season and therefore ability to complete more projects
- accelerates road and related construction project completion
- supports delivery of Council adopted program priorities
- every week(s) saved from 'process' adds a matching week(s) to potential summer month work in conditions far more favorable and productive than the shorter hours available in the fall.

The certain outcomes of continuing with the status quo process and system will be: construction delays, higher project costs, frustration of civic policy and capital program objectives, and an angry public.

Our hope is that this Council makes possible what everyone - Councilors, administration, industry and the public - want, namely: timely, cost effective delivery of its road construction and related program.

We are ready, willing and able to actively engage in support of the objectives of accelerating construction program delivery.

Best regards,



Chris Lorenc, B.A., LL.B.,  
President,

Manitoba Heavy Construction Association (MHCA), and  
Western Canada Roadbuilders & Heavy Construction Association (WCR&HCA)





The Manitoba Heavy Construction Association is pleased to present

## BREAKFAST WITH THE LEADERS SERIES

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*A series of current and engaging topics connected to the Heavy Construction Industry*

# FEATURING MAYOR BRIAN BOWMAN WINNIPEG, MB

- When:** Friday, May 8, 2015  
**Where:** King Edward Room, Holiday Inn Winnipeg Airport Polo Park, located at 1740 Ellice Avenue, Winnipeg, MB  
**Doors Open:** 7:30 a.m.  
**Breakfast:** 8 a.m., hot breakfast will be served  
**Presentation:** 8:15 a.m.  
**Cost:** \$30.00 +GST/PP
- RSVP:** Contact Christine Miller at 204-947-1379 or [christine@mhca.mb.ca](mailto:christine@mhca.mb.ca) to reserve your seat.

**Please be advised that parking is limited.**

This *Breakfast with the Leaders Series* event is sponsored by Aon Reed Stenhouse Inc.



# MAP: City to spend record amount of \$103 million on repairing roads

## "People wanted roads — they're getting roads"

By: Aldo Santin previously published in The Winnipeg Free Press April 13, 2015 edition

An extensive road repair work campaign is about to be unleashed on Winnipeg.

City council authorized the spending of \$103 million to repair local and regional streets and alleys — a record amount for Winnipeg.

"People wanted roads — they're getting roads," Coun. Janice Lukes, chairwoman of the public works committee, said. "They're getting more road than they've ever had before. There's never been more than \$100 million spent on roads before.

"It's going to be non-stop, 20 per cent more than last year."

Lukes (St. Norbert) said most of the tenders have been issued and the work will begin as soon as the frost is out of the ground.

The city will spend \$62 million on local streets and another \$41 million on regional streets. Last year, \$48.9 million was spent on local streets and \$35 million on regional streets.

56 local streets are getting a thin bituminous overlay (repaving).

52 local streets will be reconstructed.

13 back lanes are being reconstructed.

17 regional streets are being reconstructed.

"People are getting more roads than they've ever wanted," Lukes said.

The streets that will be repaired were chosen based on criteria set out by the public works department, with some input from councillors.

In addition to the street work, sidewalk reconstruction will also be done where needed along with recreational walkways and bike pathway renewals.

Lukes said there will not be extended construction hours, as is done in some other municipalities, adding the department argued it causes too much disruption to residents.

"Summers here are so short, the people don't want to be living 24/7 with construction on their streets," she said.

If any individual street project comes under budget, the savings will be pooled and applied to additional roadwork.

Lukes admitted the city has an ambitious roadwork plan, adding while the industry has said they can do the work, how much actually gets done is heavily dependent on the weather and the onset of winter.

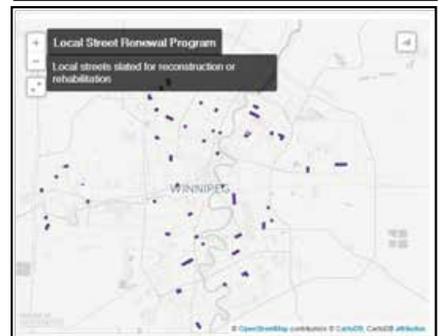
For streets slated for major reconstruction, Lukes said water and works staff will examine the condition of the underground sewer and water pipes and if necessary pipe repairs or replacements will be co-ordinated with the roadwork.

"If they've got (the street opened up), they're going to do the pipe work if it needs it," Lukes said. "You don't want to build a brand new road and have to go down and do the pipes again."

aldo.santin@freepress.mb.ca



**City council authorized the spending of \$103 million to repair local and regional streets and alleys — a record amount for Winnipeg. (KEN GIGLIOTTI / WINNIPEG FREE PRESS)**



# THREATENED INFRASTRUCTURE

Our Changing Water Cycle & its Consequences



Flooded streets of Brandon, MB - photo taken by The Winnipeg Free Press

**When:** May 7, 2015  
**Time:** 8:00 a.m. to 3:30 p.m.  
**Location:** Metropolitan Entertainment Centre, Winnipeg, MB.  
**Cost:** \$125.00 (per person)

**Click here to register now for Threatened Infrastructure: Our Changing World & its Consequences.** Your registration will include continental breakfast, lunch, and full-day access to the Workshop.



## Our Partners

Bigger storms, larger floods and more unpredictable weather are taking a toll on expensive infrastructure here and around the world; we are largely unprepared for these changes.

Join the Partnership of the Manitoba Capital Region for an action orientated one-day session aimed at deepening our understating of the changing water cycle, its consequences and what we can do to build resiliency in our communities, at the local level.

### THREATENED INFRASTRUCTURE

The global water cycle is changing; it is being energized by changes in the composition of the Earth's atmosphere.

Our municipal and provincial infrastructure is designed for a climatic regime that no longer exists, the Red River Basin, for example, has experienced 10 one in 100 year flooding events in the past 25 years and extreme weather events across the country are causing more damage, more frequently to vulnerable urban and rural infrastructure.

In this timely session, Bob Sandford, EPCOR Chair for Water Security at the United Nations Institute for Water, Environment and Health at United Nations University and Roger Rempel, a senior Environmental Engineer and Climate Change Adaptation Specialist with Stantec, along with other industry experts, will explore what is happening, why it matters, and what communities must do to protect themselves.

Bob and Roger will be joined by experts from construction, insurance, transportation, energy, community design, engineering, and emergency services with the aim of exploring where are vulnerabilities lie, long term and immediate actions toward proactively building a level of resilience that will permit them to sustain prosperity well into the future.

**Click here to register now for THREATENED INFRASTRUCTURE: Our Changing Water Cycle and Its Consequences**



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## The CPWA – Manitoba Chapter PRESENTS

### A Lunch and Learn Presentation: Southwest Transitway – One Sweet Ride

Please join us for a lunch and learn presentation discussing the development of the largest capital works project undertaken by the City of Winnipeg.



Stage 1 of the Southwest Transitway opened in April 2012 and is currently in operation from Downtown to Pembina and Jubilee.

Stage 2 will extend the Southwest Transitway from Pembina and Jubilee south to the University of Manitoba.

Presentation topics

- Project Overview, Bill Menzies, Dillon Consulting
- Design Challenges, Dave Krahn, Dillon Consulting
- Project Delivery, Bjorn Radstrom, City of Winnipeg, Transit

Date: **Tuesday, April 21, 2015**  
Location: **Best Western Plus (former Greenwood Inn), 1715 Wellington Avenue at Century**  
Time: **11:30 a.m. – 1:30 p.m.**  
Cost: **\$40.00 (includes lunch) Payment Visa, MasterCard, cash or cheque at the door (receipts will be provided)**

To confirm attendance contact: **Minnette Ponce by April 16, 2015**  
by email at [mponce@winnipeg.ca](mailto:mponce@winnipeg.ca) or by phone at 204-986-4141

For more information contact: **Kas Zurek at 204-986-2025 or Mike Neill at 204-471-5660**



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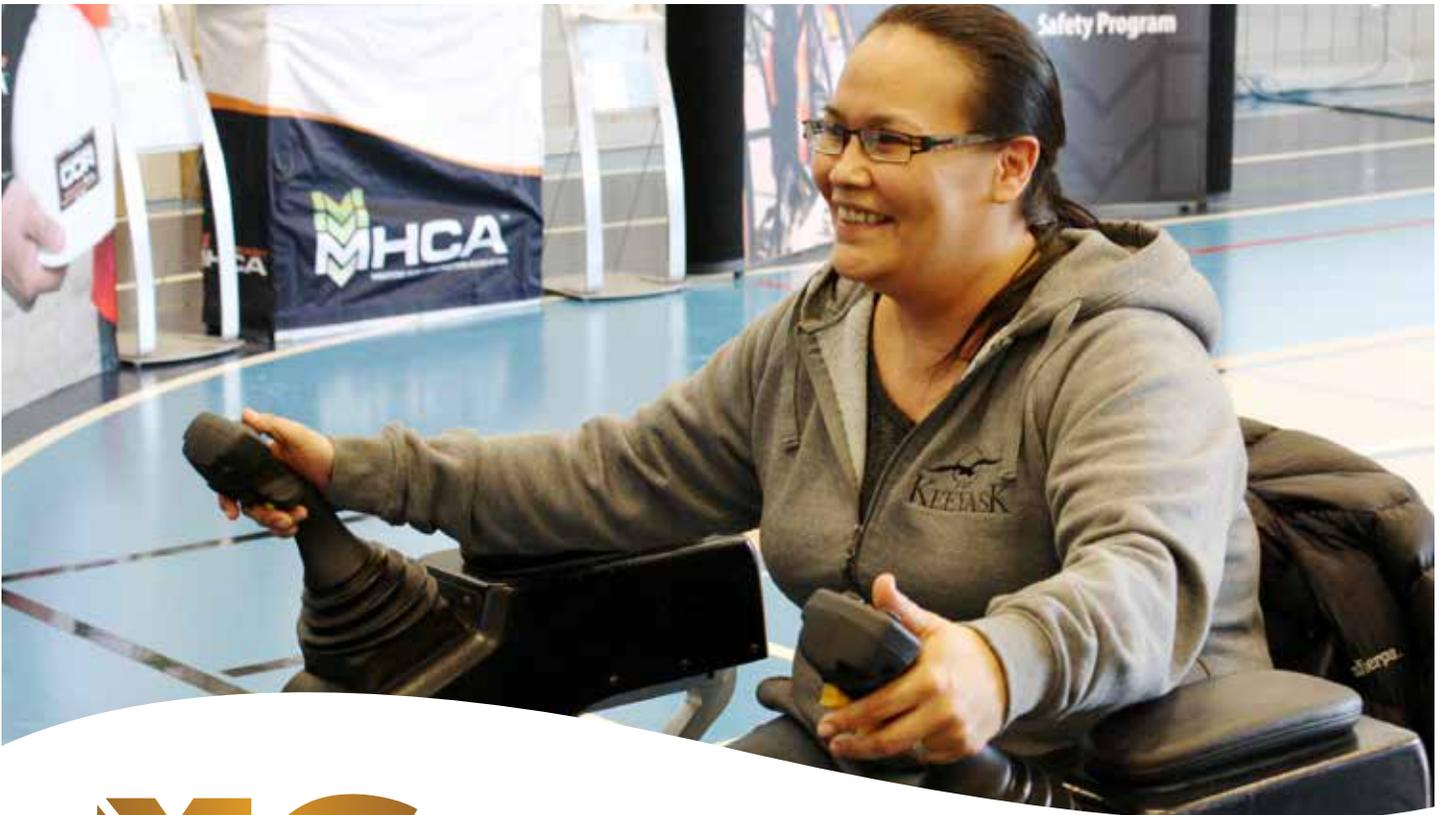
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**MANITOBA  
CONSTRUCTION  
SECTOR COUNCIL** proudly presents:

## Recruitment & Retention of Aboriginal people in Construction

Some construction companies recruit and retain Aboriginal employees while others find it difficult to attract this pool of talent to their company. What are the key indicators? Learn how to develop good strategies for hiring and keeping Aboriginal employees in this advanced supervisor course taught by Ron Castel, Aboriginal Liaison, Manitoba Construction Sector Council.

- Date:** Thursday, April 30, 2015  
**Time:** 9 a.m. - noon  
**Location:** 1000 Waverley St., Room 104  
**Cost:** \$35 (please make payments out to Manitoba Construction Sector Council)
- RSVP:** [sspencer@mbcsc.com](mailto:sspencer@mbcsc.com)

**Don't miss guest speaker Robert-Falcon Ouellette!**

## ATTENTION ALL WOMEN IN ENGINEERING, SCIENCE, TECHNOLOGY AND TRADES!

### Make 2015 the year you Engage, Empower and Recognize!



MCWESTT (Manitoba Community of Women in Engineering, Science, Technology and Trades) is proud to host its second bi-annual conference, DIMENSIONS, on **Friday, May 8th at the Hotel Fort Garry in downtown Winnipeg.**

Powerful speakers, including Olympic Gold Medalist, Jennifer Jones, the former V-P of Potash Corporation of Saskatchewan, Betty-Anne Heggie and Principal Investigator at St. Boniface Research Centre, Dr. Michelle Alfa, will share their thoughts and experiences on everything from Women in Leadership to Life-Profession Balance.

DIMENSIONS aims to bring together professionals, leaders, academics and students to share and learn from each other.

Sessions will include:

Changing the Game for Women in Leadership, Speed Mentoring, The Great Canadian Corporate Melting Pot, Family Balance Panel Discussion, When She Brings Home the Job Status, Communications Workshop, Networking Workshop, Crucial Conversations, and back by popular demand, Negotiation Skills.

For more information and to register, visit: [www.apegm.mb.ca/MCWESTT](http://www.apegm.mb.ca/MCWESTT)



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THE MHCA IS A PROUD PARTNER ASSOCIATION OF GOLD SEAL CERTIFICATION

Stay Connected >>> [mhca.mb.ca/goldsealcertification](http://mhca.mb.ca/goldsealcertification) >>>

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- Effectively manage employees and their work sites from the office, home, or on-location
- **And that's just the beginning.**

**For more information, contact Victoria Mostert, WORKSAFELY™ Program Advisor, at 204-947-1379 or at victoria@mhca.mb.ca**



## British Columbia's 'Secret'

By Peter Hall, Vice-President and Chief Economist April 16, 2015



Peter Hall



Plunging commodity prices and a falling Canadian dollar have turned the tables on provincial growth projections. Oil-producing provinces are in turmoil, absorbing the ongoing impact of project deferrals, cancellations, layoffs and revised oil and gas production intentions. But the lower dollar has non-energy manufacturers anticipating a bonanza. Ontario, Quebec, Manitoba and others are foreseeing a long-awaited resurgence of higher-value-added exports, and hoping that investment will respond. Both are quite likely, but one province already seems to be there. What's British Columbia's secret?

The sea change in the growth landscape is well-illustrated by the shift in fiscal fortunes. Oil-producing provinces are already counting the carnage, with Alberta clearly suffering the worst reversal of the bunch. Its projected surplus has turned into a deep deficit, barring counter-balancing measures that in the short-run would magnify the economic misery. The story is similar for the other significant oil-and-gas-producing regions. Among the remaining provinces, those expecting a rapid reversal into the black will have to wait for the expected upsurge in exports. Currently, it is British Columbia that stands almost entirely alone with a projected surplus in the current fiscal year.

Obviously, fiscal outcomes are not normally a cause but a consequence of a number of factors. Solid fiscal management is critical, but not sufficient to guarantee a positive bottom line. The economy needs to cooperate, and in BC's case, it certainly has. From a hot housing market to a consistently strong employment picture to very respectable gains in business investment, BC has posted very impressive numbers in the past few years. There is concern that things may have been too hot, and that the domestic economy is in for harder times. This is true across Canada, as the consumer debt-to-income ratio has continued to grow.

Housing construction has continued well in excess of demographic demand for a number of years, especially in the Vancouver market. The prosperous years have clearly been key to British Columbia's favourable fiscal situation – but will it last?

In tandem with the progress in the province's domestic sector has been a radical shift in its trade flows. It has always been among the more trade-diversified provinces in the country, both in terms of the goods it ships and the markets it ships to. Even so, this position has increased – dramatically.

Between 2000 and 2013, no province increased its trade with emerging markets more than British Columbia. Over that time, emerging market exports grew from 8.2 per cent of total merchandise exports to 30 per cent – vaulting to top spot among the provinces.

BC's geographic location is clearly an advantage, as trade diversification was underway before the global crisis of 2008-09, but the crisis itself was likely additional motivation. The forestry sector is a key example. Sawmill products, in 2014 the largest single export category, shipped 1.6 per cent of its output to emerging markets in 2000. Now, the share is 28 per cent.

Not to be outdone, pulp shipments – already diversified in 2000 with 22 per cent of shipments headed to emerging markets – now ships almost 72 per cent of its product there. Logging has seen a radical increase in its share, from 1 per cent to 53 per cent. Paper has increased more marginally, from a share of 18 per cent in 2000 to 27 per cent now.

But it's more than just the forestry sector. Thirteen per cent of coal shipments used to go to emerging markets. Now, the number is 43 per cent. Base metals are volatile, riding the ups and downs of pricing, but the share has risen over the same timeframe by 8 percentage points. The list goes on, but as stated, these products form the bulk of the top ten shipments by industry to the world as a whole. Clearly, BC is set to benefit from the resurgence of the US economy, but for the future, as Canada's growth rotates to the export side of the national accounts, BC is well-placed, thanks to increasing diversification, to capitalize as global growth becomes more widespread.

The bottom line? British Columbia's current record stands apart from the rest of the provinces, and among other things, the attention it has paid to trade diversification seems set to continue paying dividends for years to come.

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tandem, 8'6" wide, spring ride, (2) 6k # axles, 18' of deck & 5' of beavertail with spring loaded ramps, **IN STOCK**



af40qy

**NEW 2015 FELLING FT-50-3LP NON-TILT TAG**

triaxle, 8'6" wide, c/w beavertail & spring assisted ramps, RTAC & SPIF compliant, **IN STOCK**



ac59dg

**NEW 2015 FELLING FT-50-3 & FT-60-3 LP (DECK OVER) TILT TAG**

triaxle, air tilt, beavertail, air assisted ramps, RTAC & SPIF compliant  
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ac29qc

**NEW 2015 FELLING FT-60-3LP NON-TILT TAG**

triaxle, 8'6" wide, 24' deck, air ride, c/w beavertail & air operated ramps  
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ab52jp

**NEW 2015 FELLING FT-80-3 OTR STEP DECK**

triaxle, 53'x102", all steel, air ride, 60" spread, beavertail, spring assisted ramps, winch & track, RTAC & SPIF compliant,  
**IN STOCK**



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**USED 2013 FONTAINE REVOLUTION HYBRID STEP DECK**

48'x102", tandem, front axle slide, steel frame, aluminum extrusion deck, one piece solid aluminum rub rail with stake pockets routed out, aluminum wheels, three tool boxes, one 8' dunnage rack, **\$31,000 USD**



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**USED 2005 MUV-ALL AG EQUIPMENT TRANSPORT TRAILER**

53', triaxle, 8'6" wide with aluminum pullouts to 12'6", air ride, 8' neck, 21' deck, 14' rear platform, beavertail, hydraulic winch, 60" spread, steel wheels, **\$32,000**



ae87cq

**(2) USED 1999 STOUGHTON DRY VANS**

53', tandem, air ride, translucent roof, 2 available  
**STARTING AT \$5,300**



**TO REGISTER,  
PLEASE CONTACT:**  
Sarah Higgins  
sarah@mhca.mb.ca

# Training Schedule

## April

Train the Trainer  
WHMIS 1/2 day AM  
TDG 1/2 day PM  
Committee/Representative Training 1/2 day AM  
Flagperson 1/2 day PM  
Traffic Control Coordinator

COR™ Leadership in Safety Excellence , **Melita, MB**  
COR™ Principles of Health & Safety Management, **Melita, MB**  
COR™ Auditor, **Melita, MB**

## May

COR™ Leadership in Safety Excellence , **Winkler, MB**  
COR™ Principles of Health & Safety Management, **Winkler, MB**  
COR™ Auditor, **Winkler, MB**

COR™ Leadership in Safety Excellence, **Flin Flon, MB**  
COR™ Principles of Health & Safety Management, **Flin Flon, MB**  
COR™ Auditor, **Flin Flon, MB**

COR™ Leadership in Safety Excellence, **Russell, MB**  
COR™ Principles of Health & Safety Management, **Russell, MB**  
COR™ Auditor, **Russell, MB**

COR™ Leadership in Safety Excellence  
COR™ Principles of Health & Safety Management  
COR™ Auditor  
Flagperson 1/2 day AM  
Excavating & Trenching 1/2 day PM  
Traffic Control Coordinator

COR™ Leadership in Safety Excellence, **Brandon, MB**  
COR™ Principles of Health & Safety Management, **Brandon, MB**  
COR™ Auditor, **Brandon, MB**

April 9 - 10 MHCA Office  
April 13 MHCA Office  
April 13 MHCA Office  
April 14 MHCA Office  
April 14 MHCA Office  
April 15 - 16 MHCA Office

April 20 - 21 TBA  
April 22 TBA  
April 23 - 24 TBA

May 4 - 5 TBA  
May 6 TBA  
May 7 - 8 TBA

May 4 - 5 TBA  
May 6 TBA  
May 7 - 8 TBA

May 11 - 12 TBA  
May 13 TBA  
May 14 - 15 TBA

May 11 - 12 MHCA Office  
May 13 MHCA Office  
May 14 - 15 MHCA Office  
May 19 MHCA Office  
May 19 MHCA Office  
May 20 - 21 MHCA Office

May 25 - 26 TBA  
May 27 TBA  
May 28 - 29 TBA



**For the full calendar of upcoming training schedules, visit [www.mhca.mb.ca/worksafely](http://www.mhca.mb.ca/worksafely)**

**April 16, 2015 Manitoba Infrastructure & Transportation [www.gov.mb.ca/tgs/contracts/tenders/index.html](http://www.gov.mb.ca/tgs/contracts/tenders/index.html)**

**C.O. X01708 - SUPPLY AND DEPOSIT TRAFFIC GRAVEL CLASS "C" MODIFIED**

Location: R.M.of Hanover, La Broquerie, Ste. Anne, Reynolds and Piney Tender Availability: Currently available  
Tender Due: 12:00 Noon, April 24, 2015 Owner: Infrastructure and Transportation Phone: 204-346-6266  
The work involves supplying and depositing and approximately total of 16,930.0 tonnes of Traffic Gravel Class "C" Modified on Provincial Roads

**TENDER NO. 6550 - DEPOSITING AND STOCKPILING TRAFFIC GRAVEL**

Location: Arden-Oakville Area Tender Availability: Currently available Tender Due: 12:00 Noon, April 23, 2015  
Owner: Infrastructure and Transportation Phone: 204-945-3637  
The work involves supplying, crushing, loading, hauling, depositing and stockpiling traffic gravel on, or for use on, roads in the Municipalities of Glenella - Lansdowne, Westlake-Gladstone, North Norfolk, Rosedale and Portage La Prairie. Major items of work include:

- 17 400 t of Supply/Deposit Traffic Gravel, Class "C" (Modified)
- 4 000 t of Stockpiling Traffic Gravel, Class "A"

**C.O. X0710 - SUPPLY AND DEPOSIT TRAFFIC GRAVEL CLASS "C" MODIFIED IN THE R.M. OF MONTCALM AND FRANKLIN;  
SUPPLY AND HAUL WINTER SAND CLASS "A" MODIFIED IN THE R.M. OF FRANKLIN.**

Tender Availability: Currently available Tender Due: 12:00 Noon, April 27, 2015  
Owner: Infrastructure and Transportation Phone: 204-346-6266  
The work involves supplying and depositing an approximately total of 12,280.0 tonnes of Traffic Gravel Class "C" modified in the R.M. of Franklin.

**C.O. X01711 - SUPPLY AND DEPOSIT TRAFFIC GRAVEL CLASS "C" MODIFIED IN THE R.M. OF RICHOT, DE SALABERRY AND MORRIS;  
SUPPLY AND HAUL WINTER SAND CLASS "A" MODIFIED IN THE R.M. OF MORRIS**

Tender Availability: Currently available Tender Due: 12:00 Noon, April 28, 2015  
Owner: Infrastructure and Transportation Phone: 204-346-6266  
The work involves supplying and depositing an approximate total of 10,310.00 tonnes of Traffic Gravel Class "C" modified on Provincial Roads.

The work involves supplying and hauling and approximate total of 1,650.0 tonnes of Winter Sand Class "A" modified in the R.M. of Morris.

**City of Winnipeg (As of April 16, 2015) [www.winnipeg.ca](http://www.winnipeg.ca) Phone: 204-986-2491 No tenders this week**



(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](mailto:brenda@mhca.mb.ca) at April 16, 2015

**Manitoba Infrastructure & Transportation [www.gov.mb.ca/tgs/contracts/tenders/index.html](http://www.gov.mb.ca/tgs/contracts/tenders/index.html) (as of April 16, 2015)  
No results this week**

**City of Winnipeg(as of April 16, 2015) [www.winnipeg.ca](http://www.winnipeg.ca)  
EVALUATED RESULTS**

**TENDER NO. 2015 WATERMAIN RENEWALS CONTRACT NO. 5**

Closing: April 10, 2015	Results:
(M) Cambrian Excavators Ltd. (COR™)	\$1,036,779.00
(M) Al-San Underground Ltd. (COR™)	\$1,094,360.00
(M) Darco Enterprises Ltd. (COR™)	\$1,174,090.00
(M) Viper Construction Ltd. (COR™)	\$1,186,445.00
(M) Borland Construction Inc. (COR™)	\$1,472,500.00



Stay Connected >>> [mhca.mb.ca](http://mhca.mb.ca)



# ManitobaHeavy