



PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE

**Thursday, December 10, 2015
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



**Public Agenda
Public Works and Infrastructure Committee
Thursday, December 10, 2015**

Approval of Public Agenda

Minutes of the meeting held on November 12, 2015

Administration Reports

PWI15-23 Supply and Delivery of Steel Slag

Recommendation

1. That City Council approve Tube City IMS Canada Limited (Ltd.) (Tube City) to be the sole source vendor for the supply and delivery of steel slag aggregate (slag).
2. That City Council authorize the Deputy City Manager and Chief Operating Officer, or their designate, to negotiate, approve and amend a five year contract with Tube City.
3. That the City Clerk be authorized to execute the contract with Tube City.
4. That this report be forwarded to the December 21, 2015 meeting of City Council for approval.

PWI15-24 Residential Road Renewal Program

Recommendation

That this report be received and filed.

Other Reports

PWI15-25 List of Outstanding Items

Recommendation

1. That the following item be deleted from the list of outstanding items for the Public Works and Infrastructure Committee:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
MN09-3 PWI15-13)	PWI	Regina Road Network Plan (Refer to
PW14-24	PWI	Snow Storage Site User Fee
CM15-5	PWI	Victoria Avenue East Pedestrian
Crossing Options		
CR15-72	PWI	Charging Stations for Electric Vehicles



Office of the City Clerk

(Refer to CR15-107)

MN14-3 PWI

Residential Recycling

2. That this list be forwarded to the Executive Committee for consideration.

Adjournment

AT REGINA, SASKATCHEWAN, THURSDAY, NOVEMBER 12, 2015

AT A MEETING OF THE PUBLIC WORKS AND INFRASTRUCTURE
COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Barbara Young, in the Chair
Councillor Sharron Bryce (present via teleconference)
Councillor John Findura
Councillor Terry Hincks

Regrets: Councillor Bob Hawkins

Also in Attendance: Council Officer, Linda Leeks
Legal Counsel, Jayne Krueger
Executive Director, Transportation and Utilities, Karen Gasmo
Director, Roadways & Transportation Services, Norman Kyle
A/Director, Planning, Shanie Leugner
Assistant Director, Roadway Operations, Les Malawski
Manager, Infrastructure Planning, Geoff Brown
Senior Engineer, Scott Thomas
Manager, Winter District Maintenance, Chris Warren
Manager, Business Development, Transit, Nathan Luhning

APPROVAL OF PUBLIC AGENDA

Councillor John Findura moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

ADOPTION OF MINUTES

Councillor Sharron Bryce moved, AND IT WAS RESOLVED, that the minutes for the meeting held on September 10, 2015 be adopted, as circulated.

TABLED REPORTS (Tabled June 11, 2015)

PWI15-13 Proposed Transportation Master Plan

Recommendation

1. That City Council accepts the attached Transportation Master Plan, and authorizes the use of the Transportation Master Plan as a guide for future transportation related decisions and actions.
2. That Administration be directed to provide a progress report regarding implementation of the Transportation Master Plan to Council in 2016.

3. That item E14-20 be removed from the list of outstanding items for the Executive Committee.
4. That this report be forwarded to the December 7, 2015 meeting of City Council.

Councillor Terry Hincks moved, AND IT WAS RESOLVED, that this report be received and filed.

ADMINISTRATION REPORTS

PW115-20 Sidewalk Clearing Options

Recommendation

1. That the Winter Road Maintenance Policy (Policy) be amended to include a requirement for the City of Regina (City) to clear sidewalks that are adjacent to City-owned parks on category 3 and 4 roads.
2. That the Policy be amended to include a requirement for the City to clear sidewalks that are adjacent to locations with no frontage.
3. That this report be referred to the 2016 budget process.

Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

PW115-21 Annual Winter Maintenance Summary

Recommendation

That this report be received and filed.

Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

PW115-22 2016 Alley Maintenance Strategy and Special Tax Levy Funding Options

Recommendation

- 1) That the City Solicitor be instructed to prepare the appropriate bylaw for alley maintenance for 2016, which includes the following levies, proposed revenues and estimated costs:

Paved Alleys:

Levy	\$3.85 per assessable foot
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Proposed Revenue	\$3,228,710.00
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Estimated Cost	\$3,228,710.00
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Gravel Alleys:

Levy	\$2.71 per assessable foot
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Proposed Revenue	\$1,669,520.00
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Estimated Cost	\$1,669,520.00
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2) That this report be referred to the 2016 budget process.

Councillor Sharron Bryce moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

ADJOURNMENT

Councillor John Findura moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 4:36 p.m.

Chairperson

Secretary

December 10, 2015

To: Members,
Public Works & Infrastructure Committee

Re: Supply and Delivery of Steel Slag

RECOMMENDATION

1. That City Council approve Tube City IMS Canada Limited (Ltd.) (Tube City) to be the sole source vendor for the supply and delivery of steel slag aggregate (slag).
2. That City Council authorize the Deputy City Manager and Chief Operating Officer, or their designate, to negotiate, approve and amend a five year contract with Tube City.
3. That the City Clerk be authorized to execute the contract with Tube City.
4. That this report be forwarded to the December 21, 2015 meeting of City Council for approval.

CONCLUSION

There is only one local supplier of slag, Tube City and the City has used their products for many years.

The use of slag as a part of aggregate in road construction is beneficial for several reasons, it is:

- Less expensive than natural aggregate;
- Superior in quality;
- Provides long term performance; and,
- Environmentally beneficial.

The long standing relationship with Tube City is due in part because they are currently the sole slag supplier in Saskatchewan. Administration would like to continue the relationship by entering into a five year contract for the supply of slag. A longer term contract is beneficial to the City as it is more efficient administratively.

This year Administration tested the market to ensure there was no other interested parties being overlooked. Following the five year contract Administration is proposing in this report, the market will be retested to ensure Tube City continues to be the best supplier to meet the City's needs.

City Council has the authority to approve this request as per *The Regina Administration Bylaw No. 2003-69* Schedule D, Part II – Scope and General Provisions, in particular section 22(1)(b), and also as per the *Agreement on Internal Trade* as Tube City is located in the RM of Sherwood, No. 159.

BACKGROUND

Tube City is a contractor to EVRAZ that processes and markets slag. Historically, the City has purchased slag from Tube City with contract terms ranging from one to five years. Slag is a by-product from the production of steel and is used as an aggregate for road construction. Ballast

and Medium slag provided by Tube City are used for the reconstruction of back lanes, and Fine slag is used as a substitute for natural aggregates in the production of asphalt. The asphalt produced from slag is of superior quality and less expensive than when it is produced from natural aggregates.

After taking into consideration the unit weight difference, the 2015 cost of slag is still approximately 31 per cent lower than the 2015 prices of its natural aggregate equivalent. Slag also provides superior properties as compared to natural aggregate, due to the irregular shape of the particles, hardness, and lime content. Based on the above, purchasing slag is a very viable option for production of hot mix asphalt and constructing back lanes.

DISCUSSION

The City's long term relationship with Tube City as the only local provider of steel slag, being located in the Rural Municipality of Sherwood, No. 159, has been ongoing for 30 years with contracts ranging from one to five years.

In September 2015, Administration issued an Advanced Contract Award Notice (ACAN) for "Steel Slag Aggregate" on "sasktenders.ca" to ensure that Tube City was still the best choice supplier of slag. The ACAN indicated to the supplier community that the City intended to award a contract for supply and delivery of slag, thereby allowing other suppliers to signal their interest in bidding, by submitting a statement of capabilities. The ACAN asked any potential supplier to respond to the ACAN by identifying the supplier's capability to supply the City with slag. The ACAN stated that if no supplier responded to the ACAN then the City would award a contract for slag to a pre-identified supplier. There were no suppliers who identified themselves to the City that they would be able to supply slag and the City received no challenges as a result of posting the ACAN.

Administration has ensured that continuing to acquire slag from Tube City is the most efficient and effective way to source the necessary materials for construction and seeks to sole source a five year contract for slag from Tube City. With the next closest source of slag being in Ontario, purchasing slag from Tube City complies within the *Agreement on Internal Trade* and *The Regina Administration Bylaw, No. 2003-69*.

Administration is seeking a multiple year contract, up to five years, as a longer contract is more efficient administratively. Administration will retest at the end of the contract term to ensure that further contracts with Tube City are still the best choice operationally.

Administration is authorized to approve multiple year contracts up to five years; contracts exceeding that limit require the approval of City Council pursuant to *The Regina Administration Bylaw, No. 2003-69* Schedule D, Part II – Scope and General Provisions, in particular section 22(1)(b), however, since this new five year contract with Tube City amounts to an extension of a long term relationship with Tube City, that extends beyond the five year limit set out in *The Regina Administration Bylaw, No. 2003-69*, Administration seeks City Council's approval for this sole source contract.

RECOMMENDATION IMPLICATIONS

Financial Implications

The annual cost and tonnage is estimated at \$400,000-\$600,000 equating to 10,000 tonnes for medium slag and 20,000-25,000 tonnes for fine slag, depending on slag availability and internal

needs. The materials will be used on a variety of City programs and projects where provisions are included in the 2015 and future capital and operating budgets.

Environmental Implications

This expenditure is consistent with the *Design Regina: The Official Community Plan* vision to create a sustainable community that meets its current needs without compromising the needs and quality of life of future generations. Using the waste by-product from steel production instead of natural aggregate helps prolong the useful life of those non-renewable natural aggregate pits. Utilizing slag also provides environmental benefits because the hauling distance for slag is seven to 10 times shorter than the hauling distance for natural aggregates.

Policy and/or Strategic Implications

None with respect to this report.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

The recommendation contained in this report requires City Council approval.

Respectfully submitted,



Norman Kyle, Director
Roadways & Transportation

Respectfully submitted,



Karen Gasmu, Executive Director
Transportation & Utilities

Report prepared by:
Chris Campbell, A. Sc.T.,
Manager, Asphalt Production & Materials Engineering

December 10, 2015

To: Members,
Public Works & Infrastructure Committee

Re: Residential Road Renewal Program Annual Report

RECOMMENDATION

That this report be received and filed.

CONCLUSION

This is the first in a series of annual updates on the Residential Road Renewal Program (formerly referred to as the Residential Road Network Improvement Plan) which applies an asset management strategy with dedicated budget to improve the condition of our residential road network. This report summarizes the work arising from that strategy which was completed in 2015 and is planned for 2016 through 2019. The strategy's focus is on maintaining and improving the residential road network by directing resources, first to local roads in 'good' or 'fair' condition, followed by an improvement in the level of service for local roads over the longer term. The strategy is designed to reduce or decelerate the deterioration of local roads and sidewalks in "fair", "good" and "excellent" condition from becoming 'poor' in condition, and thus minimize the costly reconstruction of the roads. The Residential Road Renewal Program budget is allocated as follows: 10 per cent of the budget to 'good' roads, 65 per cent to 'fair' roads and 25 per cent to 'poor' roads to support this strategy.

In 2015 a total of 87 projects covering 19.2 km of roadways were completed under the Residential Road Renewal Program with a budget of \$7.5 million. In 2016 Administration anticipates that work will take place on 20.8 km of roadways with a total budget of \$8.9 million. Between 2017 and 2019, the program will support approximately 88.2 km of additional roadway renewal based on a budget of \$36.9 million.

Administration is working towards increasing communication efforts to educate the public on how the Residential Road Renewal Program works and what they can expect to see as the program continues. This includes day-to-day conversations with residents, updating and improving an existing information sheet on the Residential Road Renewal Program, updated scripts for Service Regina and providing program information on the City's website. While residents may see a road in 'fair' or 'good' condition receiving treatment, it is consistent with best practices in asset management in order to make the proper investment into the City's road network to limit the need for future costly replacements as a result of deferred maintenance.

BACKGROUND

Committee & Council Decisions

Following the presentation and discussion of the report “Residential Road Network Improvement Plan” to the Public Works Committee on September 11, 2014, City Administration was directed to return with an implementation plan for the residential road improvement strategy and a multi-year program planning process.

To support the Residential Road Network Improvement Plan, at the City Council meeting on December 8, 2014 (CM14-16) City Council made the decision that further to previous committee resolutions throughout 2014, the following be incorporated into the 2015 budget:

In accordance with PW14-15, a long term Residential Road Network Improvement Program be established, funded by an additional one per cent dedicated mill rate increase starting in 2015.





As part of the 2015 budget approval process, City Council also approved that the one per cent dedicated mill rate will be allocated annually from 2015 to 2019.

This report contains information regarding work being done and planned to improve the residential road network as it relates to City Council resolution MN13-5 – Neighbourhood Infrastructure Improvement Program and the Residential Road Network Improvement Plan recommendations approved by the Public Works Committee (PW14-15).

Strategy Development

Administration developed a Residential Road Renewal Program and presented it to Public Works & Infrastructure Committee and City Council at the June 11, 2015 (PWI15-11) and June 22, 2015 (IR15-10) meetings, respectively. These reports included an overall strategy for the program, as well as a list and map of projects for the 2015 Residential Road Renewal Program.

Foundational to the strategy is the application of appropriate treatment to the pavement at the right time to ensure longevity of the investment. To implement this strategy, Administration developed a Residential Road Condition Index (RRCI). The RRCI is an overall condition index and indicates the level of service for each residential road segment. These index ratings range from 0 (Poor) to 100 (Excellent), and are then grouped into four road condition categories as follows:

-  “A” – Excellent
-  “B” – Good
-  “C” – Fair
-  “D” – Poor

This rating system is a key component in developing a pavement management system and forms the basis for determining which locations are included in the Residential Road Renewal Program.

City Council supported the recommendation that the strategy focus on maintaining and improving the residential road network by directing resources to local roads in ‘good’ or ‘fair’ condition, followed by an improvement in the level of service for local roads over the longer term. The strategy is designed to reduce or decelerate the deterioration of local roads and sidewalks in “fair”, “good” and “excellent” condition from becoming ‘poor’ in condition, and thus minimize the costly reconstruction of the roads. The Residential Road Renewal Program follows the budget allocation of 10 per cent for ‘good’ roads, 65 percent for ‘fair’ roads and 25 percent for ‘poor’ roads. A detailed breakdown of the percentages of residential roads in each condition category by City ward can be found in Appendix A.

DISCUSSION

This annual report details the projects completed in 2015, those proposed for construction as part of the 2016 Residential Road Renewal Program and outlines the plans for the 2017-2019 construction seasons.

The 2015 Residential Road Renewal Program originally planned 79 projects which would improve 18.7 km of residential roads and also included 12 projects which were carried forward from 2014. It is typical to have a small number of projects that carry forward from year to year due to the nature of the work involved; many of the reconstruction projects identified as part of the Residential Road Renewal Program involve several branches and departments coordinating at various stages to ensure the responsible maintenance of City assets. As the 2015 program progressed, additional project locations were added where there were opportunities to coordinate work or save costs. Also, in 2015 the material and labour costs were lower than originally estimated, resulting in the ability to complete additional projects within the existing budget. This increased the list of 2015 locations to 87 locations with over 19.2 km of roadways being impacted. Examples of some of these projects include collaborative efforts involving Water and Sewer upgrades for the storm detention project (Area 2B) and the Stadium project.

The completed project list is outlined in Appendix B and summarized in Table 1, below.

Table 1: 2015 Residential Road Renewal Program, Completed Projects

Road Condition	Number of Kilometres	Number of Projects	Budget Allocation (\$)
Good	4.8	22	\$1.3 M
Fair	11.0	45	\$3.9 M
Poor	3.4	20	\$2.3 M
TOTAL	19.2	87	\$7.5 M

Based on the proposed 2016 budget, the 2016 Residential Road Renewal Program has been set and will include approximately 20.8 km of roadway improvements. A detailed list of locations for the 2016 Program can be found in Appendix D and a map of these locations can be found in Appendix E. Table 2, below, provides a summary of proposed projects for the 2016 season.

Table 2: 2016 Residential Road Renewal Program

Road Condition	Number of Kilometres	Budget Allocation (\$)
Good	5.7	\$0.9 M
Fair	13.8	\$5.8 M
Poor	1.3	\$2.2 M
TOTAL	20.8	\$8.9 M

The tentative 2017-2019 Residential Road Renewal Program is expected to provide various treatments to a total of approximately 88.2 km of residential roads. This work will further the intended purpose of the program to improve the overall quality of our road network through responsible asset management that works to extend the lifecycle of City assets and improve driving conditions for residents in the city. These projects will also align with the concurrent infrastructure renewal projects, as well as, other major capital City projects where possible. By coordinating construction efforts, Administration will minimize impact on neighbourhoods as projects will be coordinated to ensure City crews are not restricting traffic or performing various repairs year over year in the same area. It will also maximize investment and efficiency because coordinated efforts will address City infrastructure as a whole, rather than individually, decreasing overall costs for repairs both initially and in future years as infrastructure lifecycles will be similar.

It is important to note that the locations in the tentative 2017-2019 program are based on current road condition data and are subject to change pending updates to the annual road condition inspection program and coordination with other City infrastructure projects as those projects become identified. Also, the 2017-2019 program is based on actual unit costs from the current 2015 program and are subject to change due to future unit cost changes. Tables 3, 4, and 5, below, provides a tentative summary of proposed work for the 2017-2019 program.

Table 3: 2017 Tentative Residential Road Renewal Program

Road Condition	Number of Kilometres	Budget Allocation (\$)
Good	6.4	\$1.1 M
Fair	17.6	\$6.9 M
Poor	1.4	\$2.6 M
TOTAL	25.4	\$10.6 M

Table 4: 2018 Tentative Residential Road Renewal Program

Road Condition	Number of Kilometres	Budget Allocation (\$)
Good	7.1	\$1.2 M
Fair	20.4	\$8.0 M
Poor	2.0	\$3.1 M
TOTAL	29.5	\$12.3 M

Table 5: 2019 Tentative Residential Road Renewal Program

Road Condition	Number of Kilometres	Budget Allocation (\$)
Good	8.1	\$1.4 M
Fair	23.2	\$9.1 M
Poor	2.0	\$3.5 M
TOTAL	33.3	\$14.0 M

Detailed lists of project locations for the tentative 2017, 2018 and 2019 programs can be found in Appendices F, G and H, respectively.

The Residential Road Renewal Program receives funding from a current and ongoing one per cent dedicated mill rate (increasing by one per cent per year annually up to 2019) and 25 per cent of the Street Infrastructure Renewal budget. The Residential Road Renewal Program is managed as a separate and distinct program from all other roadway programs. Allocation of funds is based on analysis that determines the most effective and efficient delivery of the program to gradually improve the condition of our residential roadways in the most responsible and long lasting way. Because of the number of residential roads that exist in the city, it will take several years for the improvements to become obvious, however, the overall network is strengthened with each kilometre of rehabilitation done each season.

The criteria used to determine the type of treatment required is based primarily on two factors:

- The state of deterioration of the pavement and concrete; and,
- The rating assigned by the Residential Road Condition Index analysis.

These factors are examined and evaluated in order for projects and repairs to achieve the long-term goal of an improved residential road network. An overview of the selection process can be found in Appendix I.

The road selection for the Residential Road Renewal Program projects based on:

- The Residential Road Condition Index (RRCI) rating;
- An optimization routine is run to determine the most cost-effective mix of projects for the available funding;
- Coordination with the City's other major capital projects;
- Coordination with underground utilities work, based on the Water and Sewer Utility Asset Management Policy; and,

- Other public service levels, such as proximity to schools, transit routes and major public centres.

The residential roads selected for the program will receive either preventative maintenance treatments such as thin lift overlay, road renewal methods such as mill and pave, or reconstruction. The costs associated with each method increase respectively. In order to align this work with the overall strategy of good asset management, it is important to maintain those ‘good’ and ‘fair’ roads before it is required to rebuild those rated as ‘poor’ (i.e. the right treatment at the right time). Appendix C provides illustration of the type of work done in each category and the associated costs.

Although this approach does not immediately focus on roads rated as ‘poor’, roads in ‘poor’ condition will continue to be addressed keeping them safe. Treatments such as fixing potholes or applying a new layer of asphalt can bring the road to a ‘like new’ condition, however at a fraction of the cost (approximately 10 per cent of a total rebuild cost). This work can bring the road to ‘fair to good’ condition for a short period of time (i.e. up to five years) and does provide for a smoother driving surface but does not address all of the issues (e.g. deep structural issues, drainage, elevation comparison to sidewalks).

RECOMMENDATION IMPLICATIONS

Financial Implications

In 2014, City Council made a decision to increase the budget for residential road renewal through the allocation of a one per cent mill rate. In 2015, City Council approved a longer term plan for residential road renewal that would see one per cent of the mill rate over the next five years (2015-2019) dedicated to a long-term program for residential road renewal. The 2016 Residential Road Renewal Program, assumes a one per cent dedicated mill rate to build on the funding secured in 2014 and 2015 and a further allocation of 25 per cent of the existing Street Infrastructure Renewal program’s annual budget to residential road renewal.

Environmental Implications

There is a positive environmental impact caused by the replacement of deteriorated infrastructure. Well-maintained roads help to reduce fuel consumption and wear on vehicles. Fuel consumption directly impacts the emission of greenhouse gases.

Policy and/or Strategic Implications

The recommended strategy, including a dedicated mill rate allocation, is consistent with the Community Priority of *Long Term Financial Viability*, as outlined in *Design Regina: The Official Community Plan Bylaw No. 2013-48*, (OCP) and consistent with the corporate strategic plan as it relates to asset management. The Residential Road Renewal Program supports the City’s strategic focus to improve the development and maintenance of liveable neighbourhoods, and will improve the residential road infrastructure condition to a level and quality that is sustainable.

Accessibility Implications

On intersection corners where the sidewalk, curb and gutter are in need of replacement, pedestrian ramps will be installed.

Other Implications

An improved residential road network will provide residents in these areas with improved quality of life due to reductions in frustration, travel delays, fuel consumption and vehicle repairs/maintenance.

Locations beyond the 2016 Residential Road Renewal Program are tentative and subject to change based on discussions with other City departments in order to coordinate capital project work with other departments (e.g. water, sewer and drainage projects).

All roads and sidewalks in the network were constructed based on the design standards and specifications of that time, which can be substantially different than current standards and specifications. During the Residential Road Renewal Program construction, the City endeavours to update these older roads and sidewalks to reflect the most current approved standards and specifications where possible.

COMMUNICATION

The communication for the Residential Road Renewal Program will be incorporated into the annual Road Construction Communications Strategy along with proactive notifications of the program, as well as through one-on-one communications with the public via service request calls, letters and emails.

DELEGATED AUTHORITY

There is no delegated authority associated with this report as it is for informational purposes only.

Respectfully submitted,



Norman Kyle, Director
Roadways & Transportation

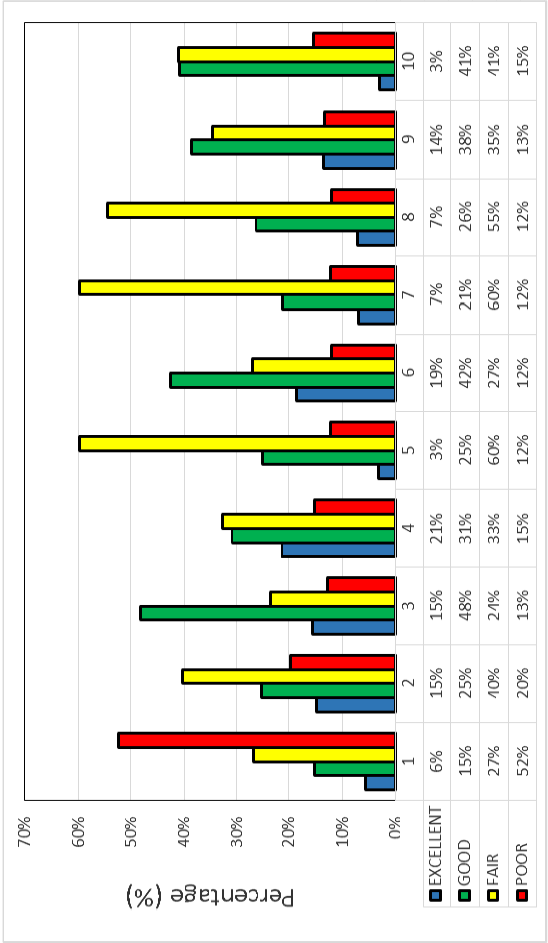
Respectfully submitted,



Karen Gasmo, Executive Director
Transportation & Utilities

Report prepared by:
Nigora Yulyakshieva, Manager, Roadways Preservation
Sharla Cote, Senior Engineer, Roadways Preservation

Appendix A: Residential Roads Condition by Ward



Appendix B: Updated 2015 Residential Road Renewal Program – Projects List

LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
THIN LIFT OVERLAY					
NORRIS ROAD	SHANNON ROAD / MCDUGALL	GRANT ROAD	0.191	C	1
DOERR PLACE	MARSH CRESCENT (W.LEG)	MARSH CRESCENT (E.LEG)	0.073	D	1
MALONE CRESCENT	SHANNON ROAD / MARSH CRESCENT	WESLEY ROAD	0.289	D	1
MCDUGALL CRESCENT	SHANNON ROAD / NORRIS ROAD	SHANNON ROAD / MCDUGALL ROAD	0.448	D	1
LAUBACH CRESCENT	PASQUA STREET	PASQUA STREET / LAUBACH AVENUE	0.45	B	2
WILKINSON AVENUE	PASQUA STREET / WILKINSON CRESCENT	RAWLINSON CRESCENT	0.174	B	2
28TH AVENUE	EVERETT CRESCENT / PRINCESS STREET	ARGYLE STREET	0.22	C	2
28TH AVENUE	ELPHINSTONE STREET	MONTAGUE STREET	0.085	C	2
ARGYLE STREET	29TH AVENUE	PARLIAMENT AVENUE	0.379	C	2
ELPHINSTONE STREET	29TH AVENUE	28TH AVENUE	0.199	C	2
MCTAVISH STREET	29TH AVENUE	28TH AVENUE	0.204	C	2
RAWLINSON CRESCENT	LAUBACH AVENUE	PASQUA STREET/RAWLINSON	0.327	C	2
WILKINSON CRESCENT	PASQUA STREET / WILKINSON AVENUE	PASQUA STREET	0.189	C	2
WOOD CRESCENT	PASQUA STREET	PASQUA STREET / HABKIRK GATE	0.475	C	2
PRINCESS STREET	HABKIRK DRIVE	28TH AVENUE	0.292	D	2
RAWLINSON BAY	PASQUA STREET / RAWLINSON	RAWLINSON BAY END	0.074	D	2
DOWNEY CR	HALL AVE	GRAHAM RD	0.449	C	5
FERGUSON CRESCENT	FORD STREET	NEAL BAY	0.054	C	5
FORD STREET	BROWN STREET	FERGUSON CRESCENT	0.156	C	5
GRIFFEN BAY	MCNEILL CRESCENT	GRIFFEN BAY END	0.082	C	5
HALL AVENUE	DOWNEY CRESCENT	GRAHAM ROAD	0.072	C	5
HOWELL DRIVE	GRAHAM ROAD	BROWN STREET / INGLIS BAY	0.559	C	5
JAMES CRESCENT	7TH AVENUE	BROWN STREET / FORD STREET	0.272	C	5
MCNEILL CRESCENT	GRIFFEN BAY	GRAHAM ROAD (N.LEG)	0.22	C	5
MCNEILL CRESCENT	GRAHAM ROAD (S.LEG)	GRIFFEN BAY	0.18	C	5
PAWSON STREET	HOWELL DRIVE	GRAHAM ROAD / HARTMANN CRESCENT	0.072	C	5
BRETT BAY	FORD STREET	BRETT BAY END	0.063	D	5

LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
MCINNIS CRESCENT	MCMURCHY AVE	McINNIS CRES	0.731	C	7
MERLIN CRESCENT	LAWSON ST (N.LEG)	LAWSON (S.LEG)	0.235	C	7
ROSE STREET	5TH NORTH	8TH NORTH	0.475	C	7
ROBERTS PLACE	MIKKELSON DRIVE (W.LEG)	ROBERTS PLACE (GATE)	0.149	B	8
SNEDDON STREET	RITTER AVENUE	MIKKELSON DRIVE	0.166	B	8
STRAUB STREET	RITTER AVENUE	MIKKELSON DRIVE / STRAUB CRESCENT	0.173	B	8
SWEENEY STREET	MIKKELSON DRIVE	READ AVENUE	0.167	B	8
TOOTHILL STREET	RITTER AVENUE	READ AVENUE	0.263	B	8
ANDRE AVENUE	ONEILL STREET	7TH AVENUE NORTH	0.209	C	8
BERENSON AVENUE	ANDRE AVENUE	NOLLET AVENUE	0.157	C	8
KRIVEL CRESCENT	SHERWOOD DRIVE	MCCARTHY BOULEVARD	0.265	C	8
RITTER AVENUE	SNEDDON STREET	STRAUB STREET	0.085	C	8
SELBY CRESCENT	KRIVEL CRESCENT	7TH AVENUE NORTH	0.323	D	8
SELBY PLACE	KRIVEL CRESCENT	SELBY PLACE END	0.138	D	8
EHRLE CRESCENT	KIEV BAY	WADGE STREET	0.212	B	9
WARWICK DRIVE	SHERWOOD DRIVE	STRUTHERS CRESCENT	0.193	B	9
BOURNE STREET	PARSONS BAY	WHELAN DRIVE/ REED PLACE	0.208	C	9
FLEXMAN CRESCENT	DEVONSHIRE DRIVE / PARSONS BAY	DEVONSHIRE DRIVE (N.LEG)	0.385	C	9
LAKEWOOD CRESCENT	DEVONSHIRE DRIVE	DEVONSHIRE DRIVE / LAKEWOOD DRIVE	0.284	C	9
LAKEWOOD DRIVE	WHELAN DRIVE	DEVONSHIRE DRIVE / LAKEWOOD CRESCENT	0.308	C	9
PARSONS BAY	DEVONSHIRE DRIVE	PARSONS BAY END	0.267	C	9
KEFFNER BAY	EHRLE CRESCENT	KEFFNER BAY END	0.081	D	9
KIEV BAY	EHRLE CRESCENT	KIEV BAY END	0.118	D	9
KOHLRUSS BAY	EHRLE CRESCENT	KOHLRUSS BAY END	0.086	D	9
NO. OF PROJECTS	51	SUB-TOTAL	11.9 KM		

LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
RECAP					
ANGUS STREET	HILL AVENUE	21ST AVENUE	0.184	B	2
ANGUS STREET	21ST AVENUE	MCCALLUM AVENUE	0.185	B	2
ATHOL STREET	COLLEGE AVENUE	15TH AVENUE	0.171	B	3
RAE STREET	12TH AVENUE	SASKATCHEWAN DRIVE	0.192	B	3
ROBINSON STREET	15TH AVENUE	14TH AVENUE	0.172	B	3
ROBINSON STREET	COLLEGE AVENUE	15TH AVENUE	0.172	B	3
ARGYLE STREET	VICTORIA AVENUE	SASKATCHEWAN DRIVE	0.16	C	3
GARNET STREET	15TH AVENUE	14TH AVENUE	0.173	C	3
PRINCESS STREET	15TH AVENUE	14TH AVENUE	0.172	C	3
PRINCESS STREET	14TH AVENUE	13TH AVENUE	0.171	C	3
PRINCESS STREET	13TH AVENUE	VICTORIA AVENUE	0.183	C	3
WASCANA STREET	13TH AVENUE	VICTORIA AVENUE	0.184	C	3
DALHOUSIE WAY	LAVAL DRIVE	UNIVERSITY PARK DRIVE	0.171	B	4
METCALFE ROAD	WINDFIELD ROAD	MICHENER DRIVE	0.48	B	4
MICHENER DRIVE	WINDFIELD GATE	HOUSTON ROAD	0.498	B	4
NOONAN ROAD	WINDFIELD ROAD	MICHENER DRIVE	0.623	C	4
OSGOODE CIRCLE	LAVAL DRIVE	LAVAL DRIVE	0.073	C	4
DALHOUSIE PLACE	LAVAL DRIVE	LAVAL DRIVE	0.152	D	4
MCMASTER PLACE	LAVAL DRIVE	LAVAL DRIVE	0.158	D	4
9TH AVENUE	OXFORD STREET	GROSVENOR STREET	0.112	B	5
GROSVENOR STREET	10TH AVENUE	DEWDNEY AVENUE	0.348	C	5
BARTON PLACE	MCVEETY DRIVE	MCVEETY DRIVE	0.062	D	5
GOULD BAY	MCVEETY DRIVE	MCVEETY DRIVE	0.075	D	5
NEAL BAY	FERGUSON CRESCENT	FERGUSON CRESCENT	0.104	D	5
ELLIOTT STREET	4TH AVENUE	3RD AVENUE	0.174	B	6

LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
REYNOLDS STREET	COLLEGE AVENUE	15TH AVENUE	0.172	B	6
REYNOLDS STREET	15TH AVENUE	14TH AVENUE	0.174	B	6
ATHOL STREET	10TH AVENUE	9TH AVENUE	0.173	C	6
BRODER STREET	5TH AVENUE	4TH AVENUE	0.174	C	6
GARNET STREET	6TH AVENUE	5TH AVENUE	0.171	C	6
NO. OF PROJECTS	30	SUB-TOTAL	6.0 KM		

LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
REBUILD					
WILKIE ROAD	MCTAVISH STREET	QUEEN STREET	0.165	C	2
JUPP PLACE	QUEEN STREET	QUEEN STREET	0.091	D	2
WESSON BAY	PASQUA STREET	PASQUA STREET	0.247	D	2
NORTH RAILWAY STREET	ALEXANDRA STREET	ARTHUR STREET	0.252	C	3
ALEXANDRA STREET	11TH AVENUE	NORTH RAILWAY STREET	0.206	D	3
DUTTON CRESCENT	DEWDNEY AVENUE	DEWDNEY AVENUE	0.301	D	5
NO. OF PROJECTS	6	SUB-TOTAL	1.3 KM		
TOTAL NO. OF PROJECTS	87	TOTAL	19.2 KM		

Road condition categories:	
■	"A" – Excellent
■	"B" – Good
■	"C" – Fair
■	"D" – Poor

Appendix C: 2015 Residential Road Renewal Program Before & After Photos

Road condition categories:	
■ "A" – Excellent	
■ "B" – Good	
■ "C" – Fair	
■ "D" – Poor	

1. 9th Avenue, Grosvenor Street to Oxford Street
 - Before recap was rated as Category B – Good Condition
 - 41 Years since last rehabilitation
 - Total Cost: \$25,230 (\$22/m³, L=112m W=10.4m)

Before Recap



After Recap



2. Downey Crescent, Hall Avenue to Graham Road

- Before Thin Lift Overlay was rated as Category C – Fair Condition
- 36 Years since last rehabilitation
- Total Estimated Cost: \$57,000 (\$15/m³; L=450m; W=8.5m)

Before Thin Lift Overlay



After Thin Lift Overlay



3. Dutton Crescent, Dewdney Avenue to Dewdney Avenue
- Before Rebuild was rated as Category D – Poor Condition
 - 42 Years since last rehabilitation
 - Total Cost: \$605,559 (\$257/m³; L=300m; W=8,5m)

Before Rebuild



After Rebuild



Appendix D: 2016 Residential Road Renewal Program – Projects List

LOCATION	FROM	TO	LENGT H (KM)	CONDITION RATING	WARD
THIN LIFT OVERLAY					
ACASTER STREET	DALGLIESH DRIVE	LAROCQUE BAY	0.1	B	7
DALGLIESH DRIVE	COOPER CRESCENT	COOPER CRESCENT	0.28	B	7
KENNEDY CRESCENT	DALGLIESH DRIVE	DALGLIESH DRIVE	0.468	B	7
KLEISINGER CRESCENT	9TH AVENUE NORTH	9TH AVENUE NORTH	0.399	B	7
HANBIDGE CRESCENT	SHERWOOD DRIVE	SHERWOOD DRIVE	0.522	B	8
IRVIN STREET	KRIVEL CRESCENT	7TH AVENUE NORTH	0.181	B	8
OSBORNE CRESCENT	2ND AVENUE NORTH	2ND AVENUE NORTH	0.27	B	8
CUNNINGHAM DRIVE	ARNASON STREET	STEPHENS BAY	0.315	B	9
DONNELLY CRESCENT	CONSTRUCTION BREAK	MCINTOSH STREET	0.25	B	9
DUNSMORE DRIVE	DALGLIESH DRIVE	10TH AVENUE NORTH	0.433	B	9
EHRLE CRESCENT	KIEV BAY	DEVONSHIRE DRIVE	0.532	B	9
FAHLMAN CRESCENT	GENEREUX DRIVE	HELMER PLACE	0.269	B	9
FENWICK CRESCENT	LAKERIDGE ROAD	LAKERIDGE ROAD	0.383	B	9
HIRD CRESCENT	HIRD COURT	DEVONSHIRE DRIVE	0.345	B	9
KENDERDINE DRIVE	CRIBBS BAY	ROCHDALE BOULEVARD	0.143	B	9
PAPPAS CRESCENT	DUNSMORE DRIVE	DUNSMORE DRIVE	0.479	B	9
IRVIN CRESCENT	7TH AVENUE NORTH	MCCARTHY BOULEVARD	0.321	B	10
NO. OF PROJECTS	17	SUB-TOTAL	5.7		

LOCATION	FROM	TO	LENGT H (KM)	CONDITION RATING	WARD
RECAP					
18TH AVENUE	ABBOTT ROAD	CENTRAL STREET	0.29	C	1
20TH AVENUE	PARK STREET	DOUGLAS PARK CRESCENT	0.436	C	1
ABBOTT ROAD	DOUGLAS AVENUE	18TH AVENUE	0.494	C	1
BORDEN STREET	DOUGLAS AVENUE	18TH AVENUE	0.435	C	1
LOCKWOOD ROAD	GORDON ROAD	WESTFIELD DRIVE	0.1	C	2

LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
MARQUIS CRESCENT	PLAINSVIEW DRIVE	PLAINSVIEW DRIVE	0.387	C	2
PARKWOOD ROAD	WESTFIELD DRIVE	TIBBITS ROAD	0.204	C	2
PLAINSVIEW DRIVE	LOCKWOOD ROAD	LOCKWOOD ROAD	0.584	C	2
SELKIRK CRESCENT	PLAINSVIEW DRIVE	PLAINSVIEW DRIVE	0.402	C	2
WESTFIELD DRIVE	WHEATON CRESCENT	LOCKWOOD ROAD	0.169	C	2
9TH AVENUE	ELPHINSTONE STREET	MCTAVISH STREET	0.205	B	3
MCTAVISH STREET	9TH AVENUE	DEWDNEY AVENUE	0.186	B	3
14TH AVENUE	KING STREET	WASCANA STREET	0.104	C	3
14TH AVENUE	ELPHINSTONE STREET	PRINCESS STREET	0.307	C	3
ARGYLE STREET	9TH AVENUE	DEWDNEY AVENUE	0.186	C	3
GARNET STREET	18TH AVENUE	LEOPOLD CRESCENT	0.278	C	3
KING STREET	15TH AVENUE	14TH AVENUE	0.173	C	3
PRINCESS STREET	13TH AVENUE	VICTORIA AVENUE	0.184	C	3
WASCANA STREET	14TH AVENUE	13TH AVENUE	0.172	C	3
18TH AVENUE	ROTHWELL STREET	PARK STREET	0.112	C	4
19TH AVENUE	ROTHWELL STREET	PARK STREET	0.112	C	4
ROTHWELL STREET	DOUGLAS AVENUE	BROADWAY AVENUE	0.524	C	4
11TH AVENUE	11TH AVENUE END	ROTHWELL STREET	0.463	C	5
BOND STREET	10TH AVENUE	ROTHWELL CRESCENT	0.812	C	5
REGENT STREET	11TH AVENUE	DEWDNEY AVENUE	0.533	C	5
ROTHWELL CRESCENT	8TH AVENUE	7TH AVENUE	0.679	C	5
ROTHWELL CRESCENT	DEWDNEY AVENUE	8TH AVENUE	0.152	C	5
2ND AVENUE	QUEEN STREET	KING STREET	0.103	C	6
ELIZABETH CRESCENT	KING STREET	KING STREET	0.3	C	6
KING STREET	3RD AVENUE	ELIZABETH CRESCENT	0.083	C	6
PASQUA STREET	3RD AVENUE	1ST AVENUE	0.47	C	6
QUEEN STREET	3RD AVENUE	2ND AVENUE	0.178	C	6

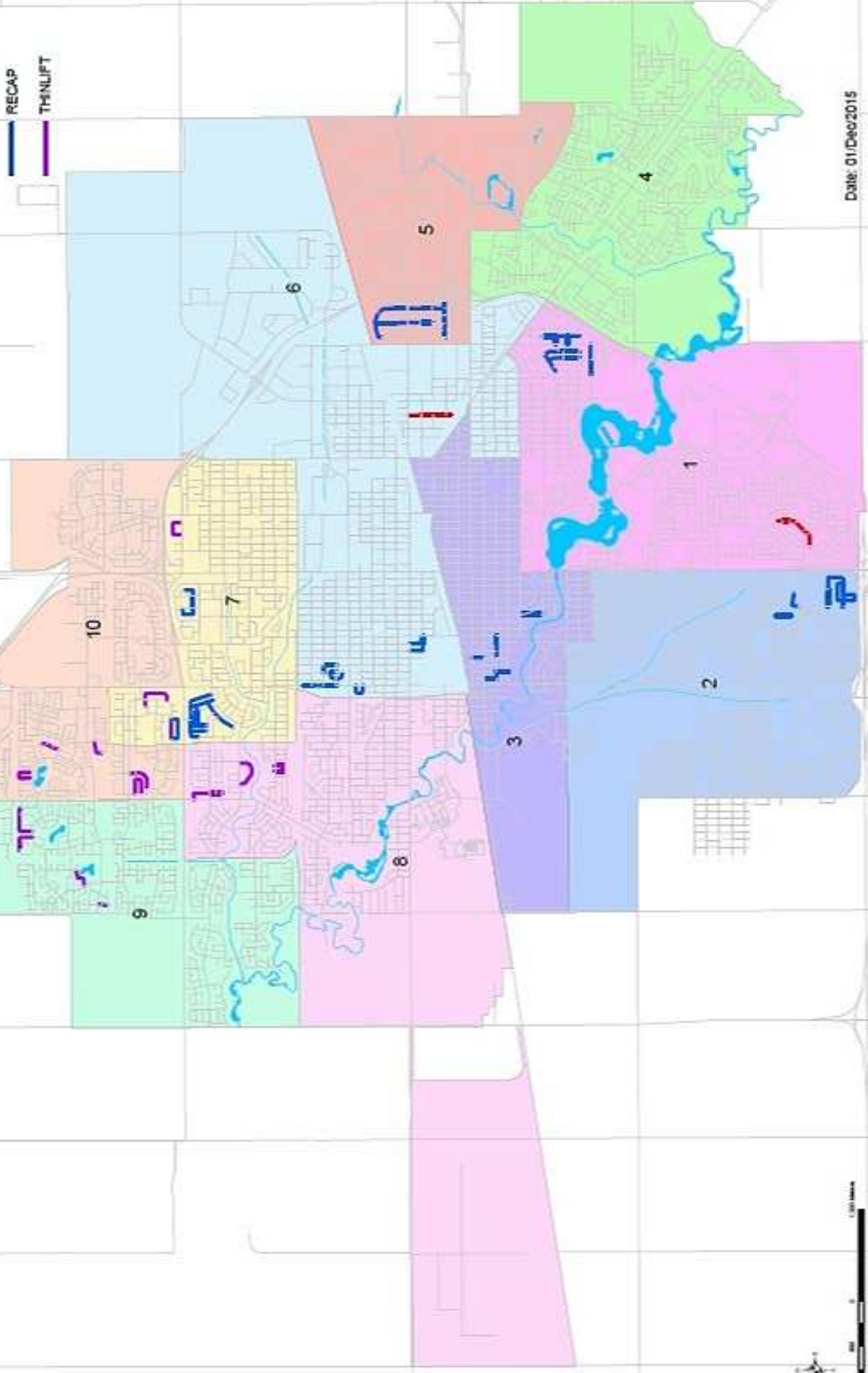
LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
SUSSEX CRESCENT	PASQUA STREET	PASQUA STREET	0.302	C	6
COLDWELL ROAD	RUPERT PLACE	STAPLEFORD CRESCENT	0.921	C	7
COOPER CRESCENT	DALGLIESH DRIVE	DALGLIESH DRIVE	0.451	C	7
DROPE STREET	STAPLEFORD CRESCENT	COLDWELL ROAD	0.338	C	7
MACLEAN STREET	MCNAUGHTON AVENUE	COLDWELL ROAD	0.227	C	7
MCCUSKER AVENUE	DROPE STREET	MACLEAN STREET	0.274	C	7
MERLIN CRESCENT	LAWSON STREET	PATTON STREET	0.688	C	7
PROBE STREET	MCNAUGHTON AVENUE	COLDWELL ROAD	0.227	C	7
WAKEFIELD CRESCENT	COLDWELL ROAD	DROPE STREET	0.523	C	7
NO. OF PROJECTS	41	SUB-TOTAL	13.8		

LOCATION	FROM	TO	LENGTH (KM)	CONDITION RATING	WARD
REBUILD					
DURHAM DRIVE	GRANT ROAD	GRANT DRIVE	0.709	D	1
ELLIOT STREET	DEWDNEY AVENUE	11TH AVENUE/END	0.611	D	6
NO. OF PROJECTS	2	SUB-TOTAL	1.3		
TOTAL NO. OF PROJECTS	60	TOTAL	20.8		

Road condition categories:	
■	"A" – Excellent
■	"B" – Good
■	"C" – Fair
■	"D" – Poor

2016 Residential Road Renewal Program - APPENDIX E

REBUILD
RECAP
THINLIFT







Date: 01/Dec/2015

2017 Tentative Residential Road Renewal Program – Projects List

LOCATION	FROM	TO	CONDITION RATING	WARD
FLEURY STREET	DOUGLAS AVENUE	18TH AVENUE	B	1
MACKAY STREET	DOUGLAS AVENUE/KERR PLACE	18TH AVENUE	B	1
MACKAY STREET	BROADWAY AVENUE	COLLEGE AVENUE	B	1
MCARA STREET	18TH AVENUE	17TH AVENUE	B	1
MONTREAL CRESCENT	OTTAWA STREET	BROADWAY AVENUE	B	1
OTTAWA STREET	QUINN DRIVE	BROADWAY AVENUE	B	1
17TH AVENUE	WINNIPEG STREET	FRANCIS STREET	C	1
18TH AVENUE	BRODER STREET	REYNOLDS STREET	C	1
19TH AVENUE	MCDONALD STREET	MCARA STREET	C	1
EDGAR STREET	19TH AVENUE/DOUGLAS ROAD	HOLLAND AVENUE	C	1
HOLLAND AVENUE	EDGAR STREET	MCDONALD STREET	C	1
REYNOLDS STREET	19TH AVENUE	BROADWAY AVENUE	C	1
DAFFODIL CRESCENT	ORCHARD CRESCENT	DUFFERIN ROAD	D	1
DUFFERIN ROAD	DURHAM DRIVE	CASTLE ROAD	D	1
ARGYLE STREET	HILL AVENUE/ARGYLE ROAD	21ST AVENUE (N.LEG)	B	2
ATHOL STREET	PORTNALL AVENUE	HILL AVENUE	B	2
GARNER AVENUE	KINGS ROAD	ARGYLE ROAD/MONTAGUE STREET	B	2
MCCALLUM AVENUE	QUEEN STREET	ARGYLE STREET	B	2
PORTNALL AVENUE	ARGYLE ROAD	ATHOL STREET	B	2
ROBINSON STREET	WHITMORE AVENUE	WESTGATE AVENUE	B	2
WASCANA STREET	KINGS ROAD	REGINA AVENUE	B	2
WESTGATE AVENUE	KINGS ROAD	GARNET STREET	B	2
WHITMORE AVENUE	ARGYLE ROAD	ROBINSON STREET	B	2
26TH AVENUE	MONTAGUE STREET	ATHOL STREET	C	2
29TH AVENUE	ARGYLE STREET	MONTAGUE STREET	C	2
ANSON STREET	VAN HORNE AVENUE	MILLAR CRESCENT	C	2

LOCATION	FROM	TO	CONDITION RATING	WARD
ATHOL STREET	PARLIAMENT AVENUE	26TH AVENUE	C	2
CAMERON STREET	PARLIAMENT AVENUE	25TH AVENUE	C	2
MILLAR CRESCENT	QUEEN STREET	VAN HORNE AVENUE	C	2
ASSINIBOINE AVENUE	ARGYLE ROAD	RAE STREET	D	2
SIMPSON ROAD	SUNSET DRIVE	MONTAGUE STREET	D	2
CONNAUGHT CRESCENT	COLLEGE AVENUE/ROBINSON STREET	RETALLACK STREET	B	3
MONTAGUE STREET	PIKE AVENUE	SASKATCHEWAN DRIVE	B	3
PIKE AVENUE	MONTAGUE STREET	ATHOL STREET	B	3
13TH AVENUE	MONTREAL STREET	QUEBEC STREET	C	3
9TH AVENUE	OTTAWA STREET	MONTREAL STREET	C	3
QUEBEC STREET	13TH AVENUE	VICTORIA AVENUE	C	3
QUEBEC STREET	SASKATCHEWAN DRIVE	QUEBEC STREET END	C	3
ROSE STREET	VICTORIA AVENUE	12TH AVENUE	C	3
TORONTO STREET	11TH AVENUE	SASKATCHEWAN DRIVE	C	3
8TH AVENUE	GROSVENOR STREET	OXFORD STREET	B	5
GROSVENOR STREET	8TH AVENUE	7TH AVENUE/ROOTMAN AVENUE	B	5
OXFORD STREET	DEWDNEY AVENUE	8TH AVENUE	B	5
7TH AVENUE	HAYNEE STREET	CAVENDISH STREET	C	5
BEDFORD AVENUE	CANNON STREET/BEDFORD CRESCENT	FLEET STREET	C	5
BEDFORD CRESCENT	DEWDNEY AVENUE	CANNON STREET/BEDFORD AVENUE	C	5
CLERMONT CRESCENT	CANNON STREET (S.LEG)	CANNON STREET (N.LEG)	C	5
KANGLES STREET	NAGEL CRESCENT (S.LEG)	NAGEL CRESCENT (N.LEG)	C	5
NAGEL CRESCENT	FISHER STREET (S.LEG)	FISHER STREET (N.LEG)	C	5
GARNET STREET	4TH AVENUE	2ND AVENUE	B	6
GARNET STREET	DEWDNEY AVENUE	7TH AVENUE	B	6
MONTAGUE STREET	5TH AVENUE	3RD AVENUE	B	6
JPICKARD STREET	7TH AVENUE NORTH	HANLEY CRESCENT	C	8

LOCATION	FROM	TO	CONDITION RATING	WARD
EDEN AVENUE	FORSYTH CRESCENT (W.LEG)	FORSYTH CRESCENT (E.LEG)	C	8
FORSYTH CRESCENT	2ND AVENUE NORTH	FORSYTH BAY	C	8
FORSYTH CRESCENT	CAMPBELL STREET	2ND AVENUE NORTH (E.LEG)	C	8
KRIVEL CRESCENT	MCCARTHY BOULEVARD	IRVIN STREET (N.LEG)	C	8
WILLOUGHBY CRESCENT	SHERWOOD DRIVE/DEIS BAY	SHERWOOD DRIVE	C	8
ENGEL DRIVE	DEVONSHIRE DRIVE	ROCHDALE BOULEVARD	C	9
LAWRENCE DRIVE	BLACKWOOD STREET/BUTTERFIELD CRESCENT	ARNASON STREET/CUNNINGHAM DRIVE	C	9
LEE-GRAYSON CRESCENT	DEVONSHIRE DRIVE/LEE-GRAYSON COURT	DEVONSHIRE DRIVE/HIRD CRESCENT	C	9
SIDLER DRIVE	WELLBAND DRIVE	WADGE STREET	C	9
STEELE CRESCENT	RADWAY STREET (S.LEG)	RADWAY STREET (N.LEG)	C	9
WELLBAND DRIVE	DEVONSHIRE DRIVE/RADWAY STREET	EHRLE CRESCENT	C	9
BARLOW STREET	FUHRMANN CRESCENT	DALGLIESH DRIVE	C	10
BOUCHER CRESCENT	SANGSTER BOULEVARD	SANGSTER BOULEVARD/SHORE BAY	C	10
DAVIN CRESCENT	ARGYLE STREET NORTH (S.LEG)	ARGYLE STREET NORTH (N.LEG)	C	10
HAHN CRESCENT	LAPCHUK CRESCENT (S.LEG)	LAPCHUK CRESCENT (N.LEG)	C	10
LAPCHUK CRESCENT	LAKERIDGE ROAD (S.LEG)	HAHN CRESCENT (S.LEG)	C	10
TRIFUNOV CRESCENT	TRIFUNOV CRESCENT (S.LEG)	SANGSTER BOULEVARD (E.LEG)	C	10
FLEURY STREET	DOUGLAS AVENUE	18TH AVENUE	B	1

Road condition categories:	
	"A" – Excellent
	"B" – Good
	"C" – Fair
	"D" – Poor

Appendix G: 2018 Tentative Residential Road Renewal Program – Projects List

LOCATION	FROM	TO	CONDITION RATING	WARD
19TH AVENUE	FLEURY STREET	ABBOTT ROAD	C	1
DOUGLAS PARK CRESCENT	PARK STREET	MURRAY AVENUE	C	1
FRANCIS STREET	20TH AVENUE	19TH AVENUE	C	1
MCARA STREET	DOUGLAS AVENUE	18TH AVENUE	C	1
MURRAY AVENUE	DOUGLAS PARK CRESCENT	PARK STREET/LACON STREET	C	1
CALDER CRESCENT	JUBILEE AVENUE/BELL STREET	JUBILEE AVENUE/HAULTAIN CRESCENT	D	1
CHINOOK ROAD	ORCHARD CRESCENT	DUFFERIN ROAD	D	1
HAULTAIN CRESCENT	JUBILEE AVENUE/CALDER CRESCENT	JUBILEE AVENUE/LAMONT CRESCENT	D	1
LAMONT CRESCENT	JUBILEE AVENUE/HAULTAIN CRESCENT	SCOTT STREET	D	1
MANOR ROAD	ORCHARD CRESCENT	DUFFERIN ROAD	D	1
MONTGOMERY ROAD	ORCHARD CRESCENT	DUFFERIN ROAD	D	1
RIDDELL CRESCENT	SHANNON ROAD	MARSH CRESCENT	D	1
ARGYLE STREET	GREENFIELD DRIVE	SUNSET DRIVE	C	2
COMPTON ROAD	SUNSET DRIVE	ROBINSON STREET	C	2
GARNET STREET	SUNSET DRIVE	28TH AVENUE	C	2
GREENFIELD DRIVE	ARGYLE STREET	MONTAGUE STREET	C	2
HABKIRK DRIVE	QUEEN STREET (N.LEG)	ARGYLE STREET	C	2
ROBINSON STREET	COMPTON ROAD	29TH AVENUE	C	2
RAE STREET	15TH AVENUE	SASKATCHEWAN DRIVE	B	3
RESTALLACK STREET	LEOPOLD CRESCENT	12TH AVENUE	B	3
ROBINSON STREET	COLLEGE AVENUE/CONNAUGHT CRESCENT	VICTORIA AVENUE	B	3
18TH AVENUE	CREEK	LEOPOLD CRESCENT/ROBINSON STREET	C	3
18TH AVENUE	MCTAVISH STREET	ARGYLE STREET	C	3
19TH AVENUE	GARNET STREET	ROBINSON STREET	C	3
ELPHINSTONE STREET	REGINA AVENUE	ELPHINSTONE STREET/MONTAGUE STREET	C	3
GARNET STREET	MCCALLUM AVENUE	20TH AVENUE	C	3

LOCATION	FROM	TO	CONDITION RATING	WARD
MCTAVISH STREET (WEST LEG)	QUAPPELLE DRIVE	18TH AVENUE	C	3
GREEN MEADOW ROAD	SOMMERFELD DRIVE (E.LEG)	MAYFIELD ROAD	B	4
SOMMERFELD DRIVE	WINDFIELD ROAD	UNIVERSITY PARK DRIVE	B	4
CROCUS DRIVE	LACOMBE CRESCENT (W.LEG)	CRUIKSHANK STREET (E.LEG)	C	4
KLIMAN CRESCENT	TRUESDALE DRIVE/EHMAN BAY	TRUESDALE DRIVE/BLAIR BAY	C	4
MAHONY CRESCENT	ODDIE STREET	TRUESDALE DRIVE	C	4
MORE CRESCENT	SHOOTER DRIVE (W.LEG)	SHOOTER DRIVE (E.LEG)	C	4
PEPPER DRIVE	SHOOTER DRIVE/SURES BAY	SHOOTER DRIVE	C	4
SINCLAIR STREET	ODDIE STREET/BALDWIN BAY	TRUESDALE DRIVE	C	4
12TH AVENUE	PARK STREET	BOND STREET	C	5
8TH AVENUE	LACON STREET	RUPERT STREET	C	5
9TH AVENUE	PARK STREET	BOND STREET	C	5
CANNON STREET	CAMBRIDGE AVENUE	MILFORD CRESCENT	C	5
LACON STREET	9TH AVENUE	8TH AVENUE	C	5
ROTHWELL STREET	9TH AVENUE	7TH AVENUE/ROTHWELL CRESCENT	C	5
RUPERT STREET	DEWDNEY AVENUE	ROTHWELL CRESCENT	C	5
5TH AVENUE	BROAD STREET	SAINT JOHN STREET	C	6
5TH AVENUE	WINNIPEG STREET	WALLACE STREET	C	6
8TH AVENUE	ELPHINSTONE STREET	ANGUS STREET	C	6
HALIFAX STREET	6TH AVENUE	5TH AVENUE	C	6
OTTAWA STREET	DEWDNEY AVENUE/NORTH RAILWAY ST	8TH AVENUE	C	6
PRINCESS STREET	4TH AVENUE	3RD AVENUE	C	6
ST. JOHN STREET	DEWDNEY AVENUE	8TH AVENUE	C	6
WALLACE STREET	8TH AVENUE	5TH AVENUE	C	6
4TH AVENUE NORTH	BROAD STREET	OTTAWA STREET	B	7
5TH AVENUE NORTH	LORNE STREET	SCARTH STREET	B	7
7TH AVENUE NORTH	OTTAWA STREET	MONTREAL STREET	B	7

LOCATION	FROM	TO	CONDITION RATING	WARD
9TH AVENUE NORTH	SAINT JOHN STREET	MONTREAL STREET	B	7
KYLE STREET	LITZENBERGER CRESCENT	TREMAINE AVENUE	B	7
TORONTO STREET	6TH AVENUE NORTH	7TH AVENUE NORTH	B	7
2ND AVENUE NORTH	FORGET STREET	CONNAUGHT STREET	C	7
2ND AVENUE NORTH	YORK STREET	EDWARD STREET	C	7
ARTHUR STREET	1ST AVENUE NORTH	2ND AVENUE NORTH	C	7
CONNAUGHT STREET	1ST AVENUE NORTH	2ND AVENUE NORTH	C	7
ELLISON CRESCENT	SHERWOOD DRIVE	SHERWOOD DRIVE	C	7
MCGILLIVRAY CRESCENT	SHERWOOD DRIVE	ELLISON CRESCENT	C	7
3RD AVENUE NORTH	BRUCE PLACE/BRUCE STREET	MCINTOSH STREET	B	8
BRUCE STREET	2ND AVENUE NORTH/MARSHALL CRESCENT	3RD AVENUE NORTH/BRUCE PLACE	B	8
SNEATH CRESCENT	1ST AVENUE NORTH (W.LEG)	1ST AVENUE NORTH (E.LEG)	B	8
2ND AVENUE NORTH	MARSHALL CRESCENT (W.LEG)	MCINTOSH STREET	C	8
MARSHALL CRESCENT	2ND AVENUE NORTH	2ND AVENUE NORTH/BRUCE STREET	C	8
BLAKENEY DRIVE	ARNASON STREET/MAWSON AVENUE	BLAKENEY DRIVE	B	9
BRIGHT BAY	KENDERDINE DRIVE	BRIGHT BAY END	B	9
KENDERDINE DRIVE	BRIGHT BAY	ROCHDALE BOULEVARD/BLANCHFIELD	B	9
MAWSON AVENUE	ARNASON STREET	SWAINSON STREET	B	9
SPOONER DRIVE	KENDERDINE DRIVE/HERON BAY	KENDERDINE DRIVE (E.LEG)	B	9
VANIER DRIVE	BEAMISH DRIVE	DALGLIESH DRIVE	B	9

Road condition categories:

- "A" – Excellent
- "B" – Good
- "C" – Fair
- "D" – Poor

Appendix H: 2019 Tentative Residential Road Renewal Program – Projects List

LOCATION	FROM	TO	CONDITION RATING	WARD
JUBILEE AVENUE	LANGLEY STREET	MARTIN STREET	B	1
MULLIN AVENUE	CENTRAL STREET	ABBOTT ROAD	B	1
SPENCE STREET	DUNN PLACE	PARLIAMENT AVENUE	B	1
ANDERSON AVENUE	NEWLANDS STREET	BRYANT STREET	D	1
BRYANT STREET	PARKER AVENUE	UHRICH AVENUE	D	1
BRYANT STREET	UHRICH AVENUE	ANDERSON AVENUE	D	1
COWBURN CRESCENT	GRANT DRIVE (W.LEG)	GRANT DRIVE (E.LEG)	D	1
DAVIDSON CRESCENT	CASTLE ROAD (W.LEG)	CASTLE ROAD (N.LEG)	D	1
DAVIS PLACE	KNOWLES CRESCENT/NEWLANDS STREE	DAVIS PLACE (END)	D	1
MUNROE PLACE	MUNROE PLACE END	KNOWLES CRESCENT/BRYANT STREET	D	1
NEWLANDS STREET	PARKER AVENUE	UHRICH AVENUE	D	1
UHRICH AVENUE	NEWLANDS STREET	HILLSDALE STREET	D	1
ALMOND GROVE	ARBOR GROVE DRIVE	ALMOND GROVE END	C	4
FAUL BAY	HAYDEN PARK ROAD	FAUL BAY END	C	4
GLOUCESTER BAY	WOODHAMS DRIVE/ARBOR GROVE DRIVE	GLOUCESTER BAY END	C	4
KEOHAN CRESCENT	CLOVER PLACE	PHILIP ROAD	C	4
KUTARNA CRESCENT	HARDING STREET/BOLEN BAY	HARDING STREET/COWE BAY	C	4
MICHENER DRIVE	HOUSTON ROAD (S.LEG)	WINDFIELD ROAD	C	4
ST. JAMES ROAD	WINDSOR PARK ROAD/ST. JAMES CRESCENT	CRANBOURN CRESCENT	C	4
WIMBLEDON BAY	HAYDEN PARK ROAD/WIMBLEDON DRIVE	WIMBLEDON BAY END	C	4
WIMBLEDON PLACE	THAMES ROAD/WIMBLEDON DRIVE	WIMBLEDON PLACE END	C	4
ZECH PLACE	HARDING STREET	ZECH PLACE END	C	4
7TH AVENUE	ROOTMAN AVENUE/GROSVENOR STREET	HAYNEE STREET	B	5
COLE CRESCENT	ROOTMAN AVENUE (S.LEG)	ROOTMAN AVENUE (N.LEG)	B	5
FISHER STREET	NAGEL CRESCENT (S.LEG)	NAGEL CRESCENT (N.LEG)	B	5
MACKENZIE CRESCENT	BROWN STREET (S.LEG)	BROWN STREET (N.LEG)	B	5

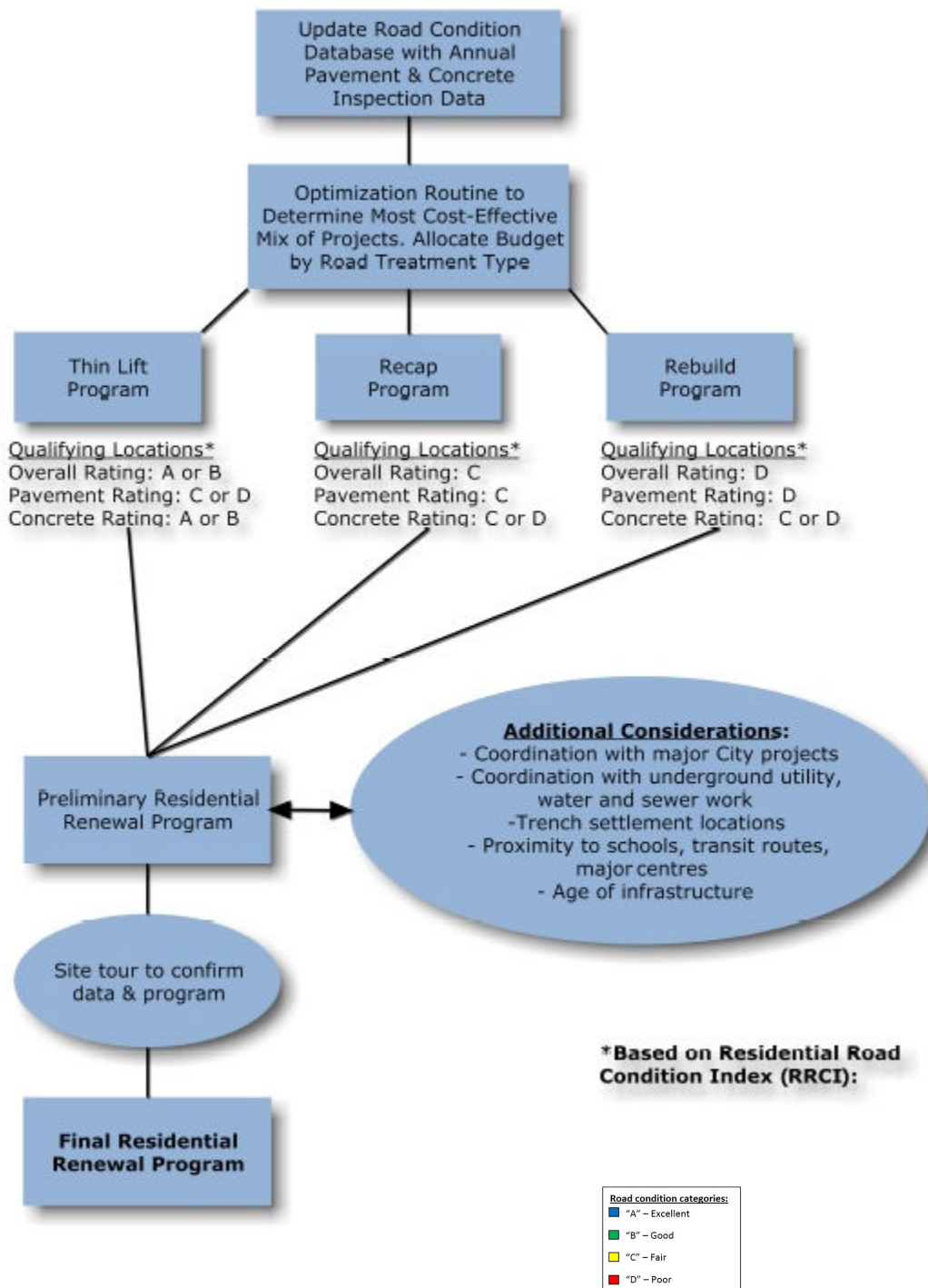
LOCATION	FROM	TO	CONDITION RATING	WARD
NAGEL CRESCENT	CANNON STREET	FISHER STREET (S.LEG)	B	5
ROOTMAN AVENUE	7TH AVENUE	COLE CRESCENT (N.LEG)	B	5
10TH AVENUE	ROTHWELL STREET	LACON STREET	C	5
HAYNEE STREET	CAVENDISH STREET/BRADLEY AVENUE	7TH AVENUE	C	5
ROTHWELL STREET	11TH AVENUE	10TH AVENUE	C	5
RUPERT STREET	11TH AVENUE	10TH AVENUE	C	5
USHER STREET	7TH AVENUE	CAVENDISH STREET/BORLASE CRESCENT	C	5
ARGYLE STREET	DEWDNEY AVENUE	7TH AVENUE	B	6
KING STREET	DEWDNEY AVENUE	4TH AVENUE	B	6
KNIGHT CRESCENT	7TH AVENUE/EDWARD STREET	PASQUA STREET	B	6
MCTAVISH STREET	DEWDNEY AVENUE	4TH AVENUE	B	6
QUEEN STREET	DEWDNEY AVENUE	3RD AVENUE	B	6
WASCANA STREET	DEWDNEY AVENUE	5TH AVENUE	B	6
ATKINSON STREET	7TH AVENUE	EASTVIEW AVENUE	C	6
BRODER STREET	7TH AVENUE	4TH AVENUE	C	6
DEWDNEY AVENUE	BROAD STREET	OTTAWA STREET/NORTH RAILWAY ST	C	6
EDGAR STREET	7TH AVENUE	5TH AVENUE	C	6
LORNE STREET	DEWDNEY AVENUE	7TH AVENUE	C	6
NORTH RAILWAY STREET	OTTAWA STREET/DEWDNEY AVENUE	TORONTO STREET	C	6
ROBINSON STREET	4TH AVENUE	3RD AVENUE	C	6
CRERAR STREET	ENGLAND ROAD	STAPLEFORD CRESCENT	C	7
EDDY STREET	ENGLAND ROAD	STAPLEFORD CRESCENT	C	7
ENGLAND ROAD	JOHNSTONE STREET/LAIRD CRESCENT	LAIRD CRESCENT	C	7
JOHNSTONE STREET	ENGLAND ROAD/LAIRD CRESCENT	STAPLEFORD CRESCENT	C	7
LAIRD CRESCENT	ENGLAND ROAD/JOHNSTONE STREET	ENGLAND ROAD	C	7
MCNAUGHTON AVENUE	PROBE STREET	MACLEAN STREET	C	7
3RD AVENUE NORTH	MITCHELL CRESCENT (W.LEG)	BRUCE PLACE/BRUCE STREET	C	8

LOCATION	FROM	TO	CONDITION RATING	WARD
BASTEDO CRESCENT	MCSHERRY CRESCENT/TRUDELLE CRESCENT	1ST AVENUE NORTH/BATOCHE STREET	C	8
CARSS PLACE	TRUDELLE CRESCENT	MCSHERRY CRESCENT	C	8
MCSHERRY CRESCENT	CARSS PLACE	TRUDELLE CRESCENT/BASTEDO	C	8
MITCHELL CRESCENT	3RD AVENUE NORTH (W.LEG)	3RD AVENUE NORTH (E.LEG)	C	8
TRUDELLE CRESCENT	MCSHERRY CRESCENT	CARSS PLACE	C	8
BARD CRESCENT	LANSDOWNE DRIVE/MAIER BAY	LANSDOWNE DRIVE/MORRIS CRESCENT	C	9
BEAMISH DRIVE	PORTEOUS STREET	WOROBETZ CRESCENT	C	9
BENNETT DRIVE	PORTEOUS STREET	VANIER DRIVE/WOROBITZ CRESCENT	C	9
BLAKENEY DRIVE	BLAKENEY DRIVE	VANIER DRIVE	C	9
BUTTERFIELD CRESCENT	BLACKWOOD STREET/LANIGAN DRIVE	BLACKWOOD STREET/LAWRENCE DRIVE	C	9
HAYWORTH CRESCENT	KELSEY STREET	BATTEL STREET	C	9
HEFFERNAN DRIVE	HAMPSHIRE PLACE	COOK CRESCENT	C	9
HOPKINS CRESCENT	DEVONSHIRE DRIVE	DEVONSHIRE DRIVE/COOK CRESCENT	C	9
LANIGAN DRIVE	BLACKWOOD STREET/BUTTERFIELD CRESCENT	BLANCHFIELD STREET	C	9
PORTEOUS STREET	BEAMISH DRIVE	BENNETT DRIVE	C	9
SCHILLER BAY	BLACKWOOD STREET	SCHILLER BAY END	C	9
EDENWOLD CRESCENT	DALGLIESH DRIVE (N.LEG)	DALGLIESH DRIVE (E.LEG)	B	10
FUHRMANN CRESCENT	DALGLIESH DRIVE (W.LEG)	BARLOW STREET	B	10
HARVEST STREET	GOODFELLOW ROAD	PARTRIDGE CRESCENT	B	10
MAGEE CRESCENT	SANGSTER BOULEVARD	KORCHINSKY STREET	B	10
ALPORT CRESCENT	CULLUM PLACE	RODENBUSH DRIVE/FAIRVIEW ROAD	C	10
BROCKELBANK CRESCENT	SANGSTER BOULEVARD	SANGSTER BOULEVARD	C	10
CATHERWOOD CRESCENT	BASIN CRESCENT	BROAD STREET	C	10
KORCHINSKY STREET	MAGEE CRESCENT	BROCKELBANK CRESCENT	C	10
MAGEE CRESCENT	KORCHINSKY STREET	SANGSTER BOULEVARD	C	10
NEILSON CRESCENT	PETERSMEYER STREET (W.LEG)	PETERSMEYER STREET (E.LEG)	C	10
PARTRIDGE CRESCENT	PETERSMEYER STREET	GOODFELLOW ROAD	C	10

LOCATION	FROM	TO	CONDITION RATING	WARD
PETERSMEYER STREET	SCHNEIDER CRESCENT	VERNON CRESCENT (N.LEG)	C	10
SALEMKA CRESCENT	SANGSTER BOULEVARD (W.LEG)	SANGSTER BOULEVARD (E.LEG)	C	10
SCHNEIDER CRESCENT	SANGSTER BOULEVARD/FRY BAY	SANGSTER BOULEVARD (E.LEG)	C	10
VERNON CRESCENT	PETERSMEYER STREET (N.LEG)	PETERSMEYER STREET (S.LEG)	C	10

Road condition categories:	
	"A" – Excellent
	"B" – Good
	"C" – Fair
	"D" – Poor

Appendix I: Annual Residential Road Renewal Program – Selection Process



December 10, 2015

To: Members,
Public Works and Infrastructure Committee

Re: Review of Outstanding Items

RECOMMENDATION

1. That the following item be deleted from the list of outstanding items for the Public Works and Infrastructure Committee:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
MN09-3	PWI	Regina Road Network Plan (Refer to PWI15-13)
PW14-24	PWI	Snow Storage Site User Fee
CM15-5	PWI	Victoria Avenue East Pedestrian Crossing Options
CR15-72	PWI	Charging Stations for Electric Vehicles (Refer to CR15-107)
MN14-3	PWI	Residential Recycling

2. That this list be forwarded to the Executive Committee for consideration.

CONCLUSION

This report reviews the status of outstanding items that have been referred to the Administration for reports to the Public Works and Infrastructure Committee. The Public Works and Infrastructure Committee should review the items and provide instructions on the need for any changes to priorities.

BACKGROUND

Subsection 35(2) of City Council's Procedure Bylaw requires the City Clerk to provide a report to the Executive Committee annually which lists all items and the priority of the items that have been tabled or referred by City Council or one of its committees. The purpose of this report is to provide a list of the outstanding items for the Public Works and Infrastructure Committee as at November 30, 2015.

DISCUSSION

Lists of Outstanding Items are maintained for City Council and its main committees. Items on the list may originate from:

- a recommendation in a report which indicates that another report will be forthcoming;
- a motion adopted to refer an item back to the Administration or to request a report on a related matter;
- a motion adopted by City Council or another committee requesting the Administration to prepare a report.

The Office of the City Clerk is responsible for maintaining and updating the lists. Items remain on the list until a report or the committee recommends their removal. The lists are updated with additions and deletions, as meetings are held and after review by the Executive Committee. The last review of outstanding items as at December 31, 2014, was considered on January 14, 2015.

The following steps were taken to facilitate the annual review of the outstanding items:

- the lists of outstanding items as at November 30, 2015 were circulated to departments for comments;
- the comments and lists were returned to the Office of the City Clerk for consolidation.

In 2015, the outstanding items report is first being circulated to the affected Committees prior to Executive Committee consideration. This process allows committees to have more detailed discussions of each item with the Administration and among themselves to determine priorities for Council consideration.

Attached to this report as Appendix “A” is a list of the outstanding public session items before the Public Works and Infrastructure Committee. To assist the Committee, the list has been updated by deleting any items which were removed by resolution of committees during 2015.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Strategic Implications

Regular review of outstanding items provides both Council and the City Administration an opportunity to review and refocus priorities and resources as required based on current initiatives, needs of the community and corporate strategy.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

No specific public communication is required in relation to outstanding items. This report will be posted to the City of Regina website for public viewing.

DELEGATED AUTHORITY

Executive Committee is required to provide direction to the City Manager in relation to items on the outstanding items list for City Council or any of its committees along with directing any changes in priority.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Nicol', with a stylized flourish at the end.

Jim Nicol

Chief Legislative Officer & City Clerk

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**PUBLIC WORKS COMMITTEE
LIST OF OUTSTANDING ITEMS
AS AT NOVEMBER 30, 2015**

OPEN ITEMS

REPORT #:	MN09-3
DATE TABLED/REFERRED:	April 6, 2009
SUBJECT:	Regina Road Network Plan
MOTION:	<ul style="list-style-type: none"> • The Administration be directed to review the Regina Road Network Plan to ensure that the planned roadway network improvement projects for growth areas are appropriate in terms of their scope and timing relative to the expected pace of development; and • The Administration also review the Regina Road Network Plan for growth areas to identify other potential improvements, including travel demand management options such as carpool lanes, express transit, bikeways, and clean bikeways that could further reduce congestion during peak commuting times.
DIVISION:	Community Planning & Development – Construction Compliance
COMMENT:	Status: The new work related to this report is added under PW115-13 (Proposed TMP) Return date: Remove from list at the end of the year. Refer to PW115-13.

REPORT #:	MN11-1
DATE TABLED/REFERRED:	February 28, 2011
SUBJECT:	Wastewater Treatment Facilities
MOTION:	<ol style="list-style-type: none"> 1. That the Administration undertake a review of the technologies available that treat waste as a valuable commodity and reuse water in productive fashion; and 2. That the Administration report back to the Public Works Committee and City Council by the first quarter of 2012 and advise on any application suitable for our community.
DIVISION:	City Operations – Environmental Engineering
COMMENT:	Return Date: Deferred until the Plant is functioning (2017)

REPORT #:	PW12-6
DATE TABLED/REFERRED:	March 20, 2012
SUBJECT:	Measuring the City of Regina’s Sustainability
MOTION:	<ol style="list-style-type: none"> 2. That the review of options and recommendations related to external sustainability monitoring programs be provided to Public Works Committee after the review in the fourth quarter of 2013.
DIVISION:	Community & Planning Development – Planning & Sustainability
COMMENT:	Return Date: 1 st Quarter 2016

REPORT #:	MN14-3
DATE TABLED/REFERRED:	January 27, 2014
SUBJECT:	Residential Recycling
MOTION:	<ol style="list-style-type: none">1. That the report include the feasibility of providing the recycling collection on a weekly basis and garbage collection on a bi-weekly system.2. That the Administration provide a report to City Council via the Public Works Committee in September 2014 that provides options on the capability of the City of Regina to have the recycling program covered by annual property taxes and to change solid waste collection to a fee for service use where residents have the option of choosing the size of bin they require.
DIVISION:	Transportation & Utilities – Solid Waste
COMMENT:	Return Date: Remove from list at end of the year.

REPORT #:	PWI15-2
DATE TABLED/REFERRED:	February 12, 2015
SUBJECT:	Update - Waste Plan Regina
MOTION:	That this item be referred to the Administration for a comprehensive report to the Public Works and Infrastructure Committee regarding an update on the status and progress of the programs surrounding Waste Plan Regina in the first quarter of 2016.
DIVISION:	Transportation & Utilities – Solid Waste
COMMENT:	Return Date: 1 st quarter 2016

REPORT #:	PW14-25 (PW14-21)						
DATE TABLED/REFERRED:	November 13, 2014 (October 2, 2014)						
SUBJECT:	Snow Routes Options Report/Snow Routes						
MOTION:	<table><tr><td>Nov.</td><td>1. That the Administration be directed to bring back a report on snow route options in quarter 2 of 2015.</td></tr><tr><td>Oct.</td><td>2. (That the Administration evaluate the effectiveness of enhanced education and communication over the 2014/15 winter season, and by the end of quarter three of 2015 provide City Council with a summary of findings and potential new recommendations, if necessary, to address challenges with on-street parking during snow plow operations.)</td></tr><tr><td></td><td>3.</td></tr></table>	Nov.	1. That the Administration be directed to bring back a report on snow route options in quarter 2 of 2015.	Oct.	2. (That the Administration evaluate the effectiveness of enhanced education and communication over the 2014/15 winter season, and by the end of quarter three of 2015 provide City Council with a summary of findings and potential new recommendations, if necessary, to address challenges with on-street parking during snow plow operations.)		3.
Nov.	1. That the Administration be directed to bring back a report on snow route options in quarter 2 of 2015.						
Oct.	2. (That the Administration evaluate the effectiveness of enhanced education and communication over the 2014/15 winter season, and by the end of quarter three of 2015 provide City Council with a summary of findings and potential new recommendations, if necessary, to address challenges with on-street parking during snow plow operations.)						
	3.						
DIVISION:	Transportation & Utilities; Roadways & Transportation						
COMMENT:	Return Date: Deferred to 1 st Quarter 2016						

REPORT #:	PW14-24
DATE TABLED/REFERRED:	October 2, 2014
SUBJECT:	Snow Storage Site User Fee
MOTION:	<ol style="list-style-type: none">1. (b) provide a follow up report back to (PWI) City Council in quarter two of 2015 on the feedback received on the implementation of the fee and permit process; and1. (c) bring forward a report to (PWI) City Council in quarter two of 2015 which contains the necessary amendments to <i>The Clean Property Bylaw, No. 9881</i> that include:<ol style="list-style-type: none">i. a fee structure for commercial contractors using City of Regina's Snow Storage Site; andii. processes for issuing permits to commercial contractors for use of the City of Regina's Snow Storage Site.
DIVISION:	Transportation & Utilities – Roadways & Transportation
COMMENT:	Return Date: Addressed at PWI Aug. 13/15. Refer to PWI15-15. Remove from list at the end of the year.

REPORT #:	PW14-28
DATE TABLED/REFERRED:	December 4, 2014
SUBJECT:	Septage Receiving Station (SRS)
MOTION:	<ol style="list-style-type: none">2. That the Administration return to Council in 2016 to recommend a permit system and septage user rates based on actual construction costs and amendments to both <i>The Sewer Service Bylaw, No. 5601</i> (the "Bylaw") and the City's Extra Municipal Servicing Policy.
DIVISION:	Transportation & Utilities – Water Works
COMMENT:	Return Date: 2016

REPORT #:	CR15-38
DATE TABLED/REFERRED:	April 27, 2015
SUBJECT:	Amendments to <i>The Regina Traffic Bylaw, 1997 No. 9900</i>
MOTION:	That the Administration bring back a report to the Public Works and Infrastructure Committee before Q2 of 2016 with an update regarding the impact of removing bus lanes on 11 th and 12 th Avenue.
DIVISION:	Transportation and Utilities
COMMENT:	Return Date: Q2 2016

REPORT #:	CR15-43
DATE TABLED/REFERRED:	April 27, 2015
SUBJECT:	Edward Street Sewer and Drainage Update
MOTION:	That the Administration bring back a report to the Public Works and Infrastructure Committee in 2017 with a status update regarding the implementations of this project respecting the affected area.
DIVISION:	Transportation and Utilities
COMMENT:	Return Date: 2017

REPORT #:	CM15-5
DATE TABLED/REFERRED:	April 27, 2015
SUBJECT:	Victoria Avenue East Pedestrian Crossing Options
MOTION:	That Administration consider Prince of Wales Drive as the corridor for the multi-use pathway system in the Victoria Avenue East area and that Administration return with a report to the Public Works and Infrastructure Committee in Q2 of 2015 providing options on how the pathway would cross Victoria Avenue and be incorporated within the Transportation Master Plan.
DIVISION:	Transportation and Utilities
COMMENT:	Return Date: Addressed at PWI June 11/15. Refer to PWI15-12. Remove from list at the end of the year.

REPORT #:	CR15-72
DATE TABLED/REFERRED:	June 22, 2015
SUBJECT:	Charging Stations for Electric Vehicles
MOTION:	That this item be referred back to the Public Works and Infrastructure Committee for a report to come back to City Council in July to provide further details respecting the actual cost to maintain and operate the charging devices on an annual basis.
DIVISION:	Community Planning and Development
COMMENT:	Return Date: Refer to CR15-107. [Addressed at PWI Aug. 13/15. Refer to PWI15-14. Refer to CR15-107 - Remove only CR15-72 from this list at the end of the year.]

REPORT #:	PWI15-13
DATE TABLED/REFERRED:	June 11, 2015
SUBJECT:	Proposed Transportation Master Plan (Proposed TMP)
MOTION:	Report was received & filed by Committee on Nov. 12/15 to return with further report in 2016. June Motion - Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that this item be tabled to the October 8, 2015 meeting of the Public Works & Infrastructure Committee to allow for further examination of the plan and in order that it may be brought forward during budget deliberations.
DIVISION:	City Planning & Development
COMMENT:	Return Date: 2016 once discussions have taken place with CC [October 8, 2015 (November 12, 2015)]

REPORT #:	CR15-107
DATE TABLED/REFERRED:	October 8, 2015
SUBJECT:	Charging Stations for Electric Vehicles
MOTION:	That Administration provide additional information on the cost and location of installing three electric vehicle charging stations within Evraz Place and report back to Public Works and Infrastructure Committee in Q1 of 2016.
DIVISION:	Community Planning and Development
COMMENT:	Return Date: Q1 of 2016