

New Overpass Facility over CN Sprague Subdivision and Realignment of PTH 1E and Plessis Road

Phase 2 Engagement

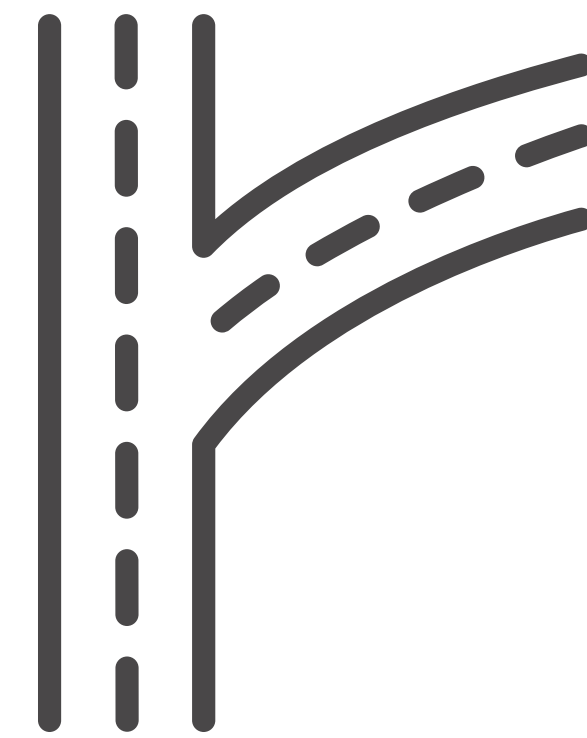
Winter 2023



The **purpose** of today's engagement is to:



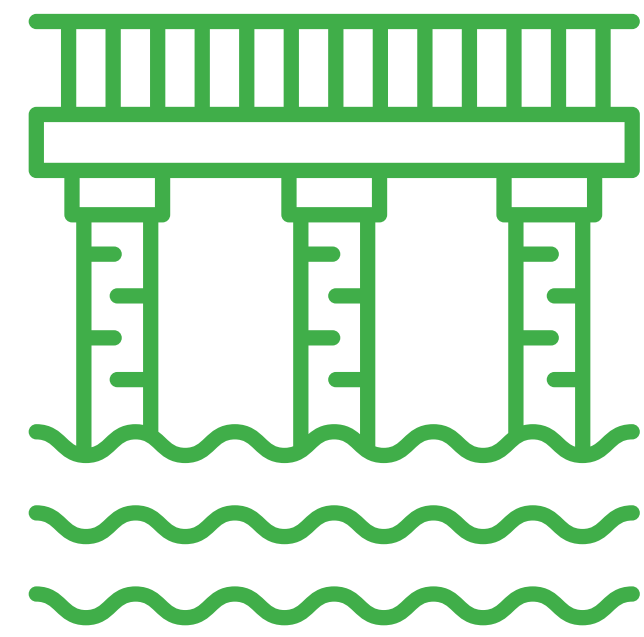
Provide information on the **purpose and scope** of the project.



Present the three proposed **overpass and road alignment alternatives**.



Provide you with an opportunity to **share your feedback and ask questions**.



The existing bridge was **constructed in**

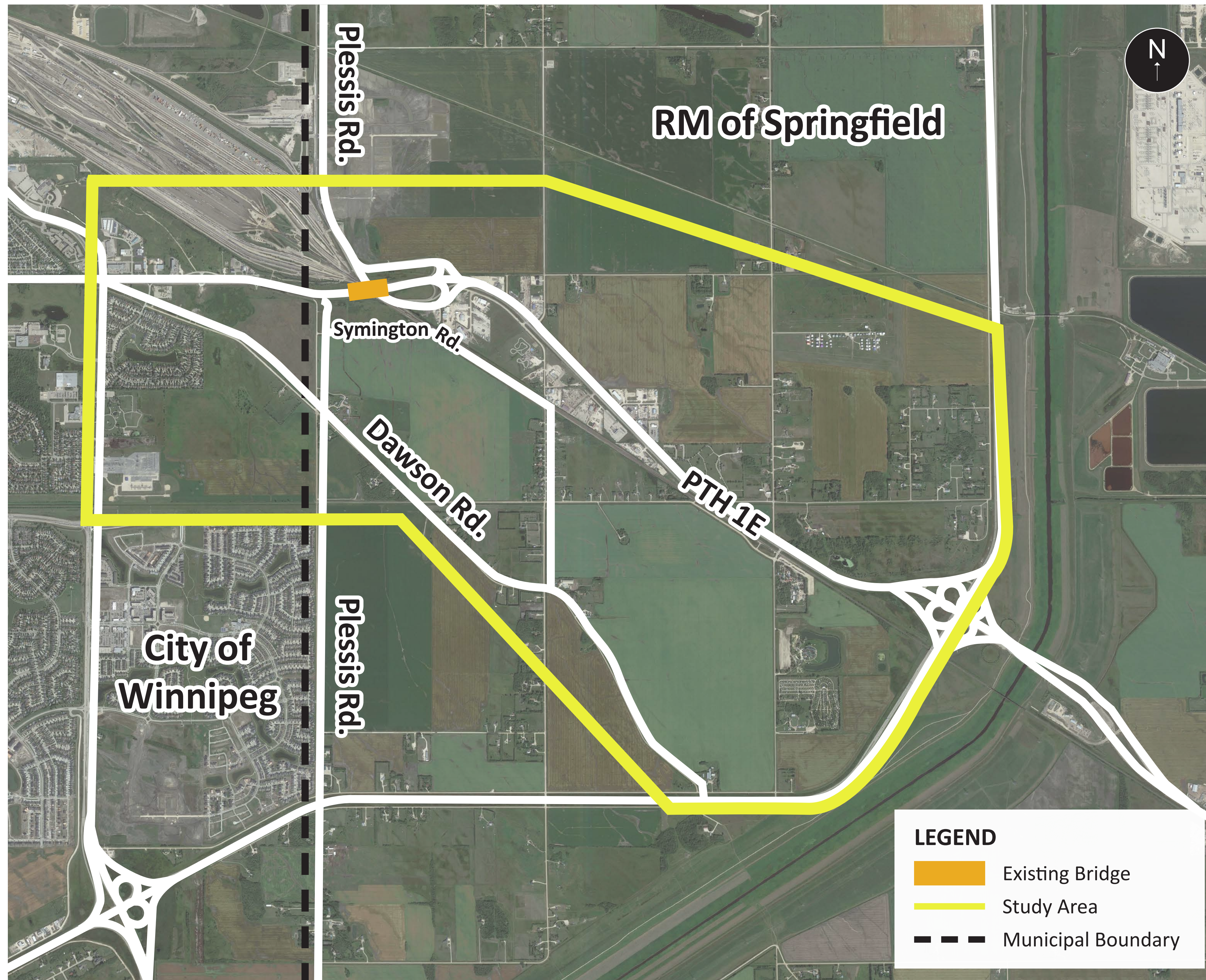
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and carries four lanes of traffic (two eastbound and two westbound on Trans-Canada Highway 1E) over CN's Symington Yard and the road that connects PTH 1E to Plessis Road.



- » The bridge is **nearing the end of its service life** and needs to be replaced.
- » In 2020, **MTI completed a Conceptual Design Report for this project**, which included public and stakeholder engagement and identified a preferred alignment alternative.
- » For the Functional and Preliminary Design Study currently underway, the design team is **proposing two more overpass and road alignment alternatives**, in addition to the preferred conceptual alignment identified during the Conceptual Design Study.

Study Area



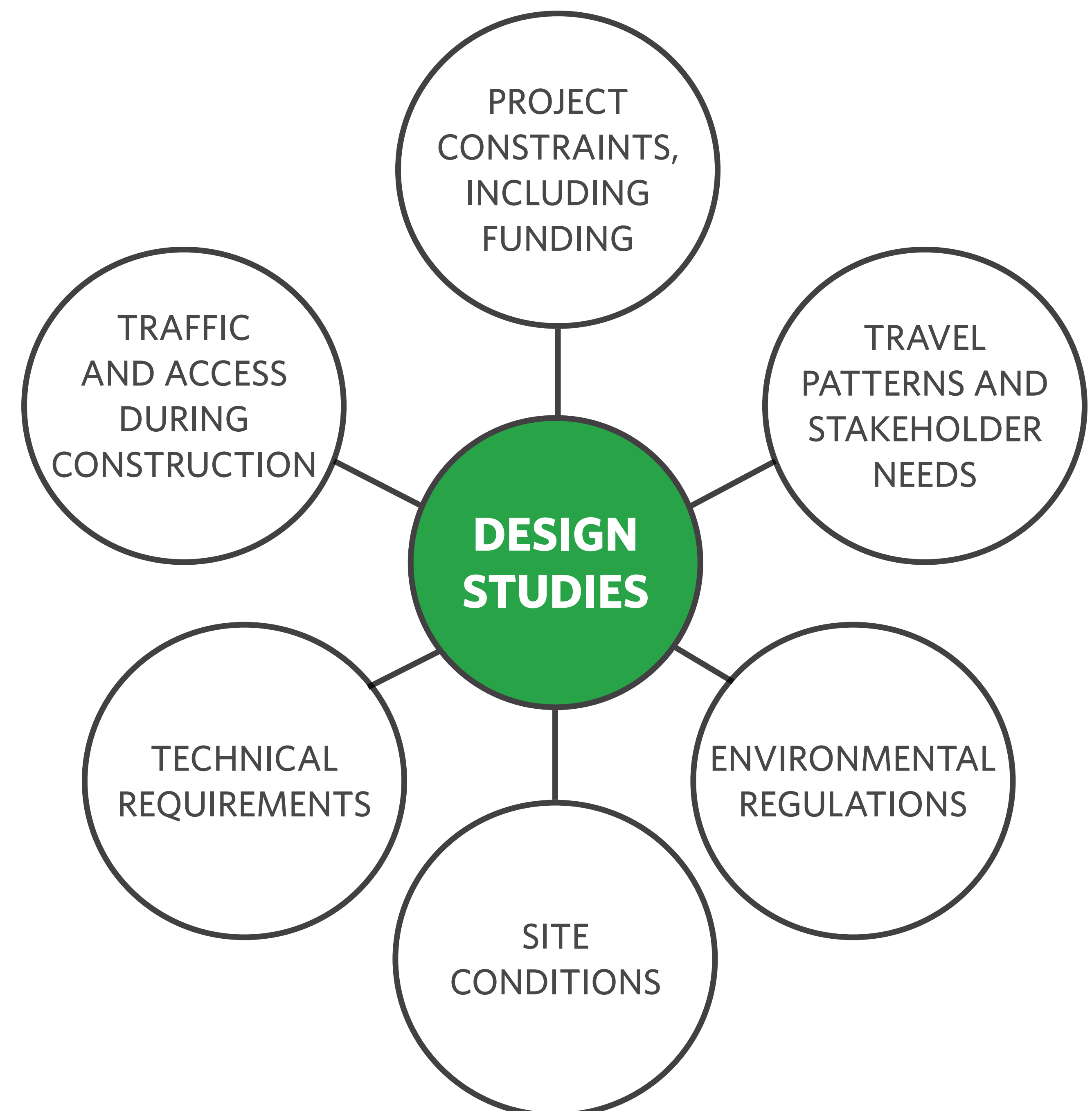
- » The study area includes the **Trans-Canada Highway bridge (Symington Overpass)** over the CN tracks and **Plessis Road** at the east end of Symington Yard.
- » The Symington Overpass is a **vital link for PTH 1E** and is located over the centrepiece of CN's transcontinental operation.
- » The study area is located in the Rural Municipality (RM) of Springfield and the City of Winnipeg. This emphasizes the **need for an integrated consultation approach** with both municipalities that considers potential impacts on traffic, active transportation, and connectivity, both during design and construction.

MTI engaged WSP to complete a **Functional Design Study of PTH 1E and Plessis Road** and a **Preliminary Design Study of a new overpass over the CN Sprague Subdivision** (including realignment of PTH 1E).

To support the design work, WSP was also engaged to **develop and implement a public and stakeholder consultation program** designed to identify and consult with stakeholders and the public from the start of the project until the end of construction.

The design studies will:

- » Develop overpass and road alignment alternatives.
- » Identify a preferred overpass and road alignment alternative.
- » Finalize the functional design of PTH 1E and Plessis Road and the preliminary design of the new overpass facility.



The engagement process for this project involves:

- » Local governments;
- » Adjacent landowners;
- » Business owners;
- » Local interest groups; and
- » The public.

The objectives of the public engagement process are:

- » To convey clear information about the project, including its scope and timing.
- » To gather input on:
 - » The proposed alternatives; and
 - » The preferred alternative.

Engagement techniques:



Stakeholder meetings



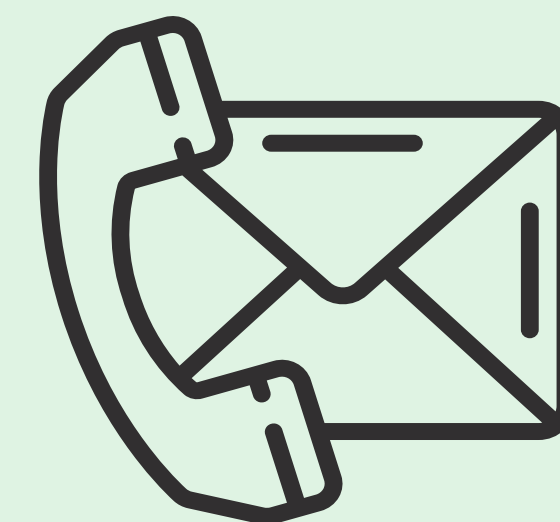
Project webpage updates



Newsletters



Online questionnaires



Telephone conversations with stakeholders



Public open houses

Between **March 2019 and March 2020**, MTI (along with Dillon Consulting and Landmark Planning and Design) engaged with the public and stakeholders as part of the Conceptual Design phase of this project.



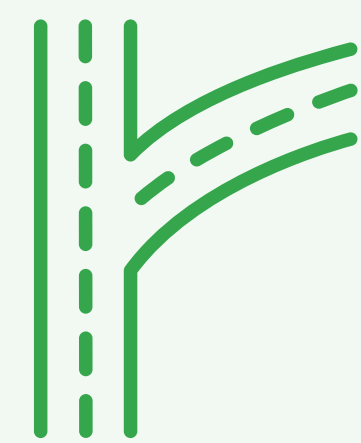
Stakeholders included:

- » CN
- » City of Winnipeg
- » RM of Springfield
- » Manitoba Hydro
- » Bell/MTS
- » Shaw
- » Imperial Oil
- » Nearby developers (in the vicinity of the project)
- » Residents
- » Landowners
- » Businesses

What We Heard During the Conceptual Design

There were two rounds of engagement during the conceptual design phase. The purpose of the first round was to seek input and insights into existing and future conditions. The purpose of the second round was to share the preferred alignment, explain the evaluation criteria, and illustrate how stakeholder and community input was considered and/or addressed.

Overall, the **major concerns/questions/comments** during the conceptual design phase were related to:



ACCESS

Ensure that residents and businesses are provided with adequate access, both during construction and at ultimate build-out.



COORDINATION

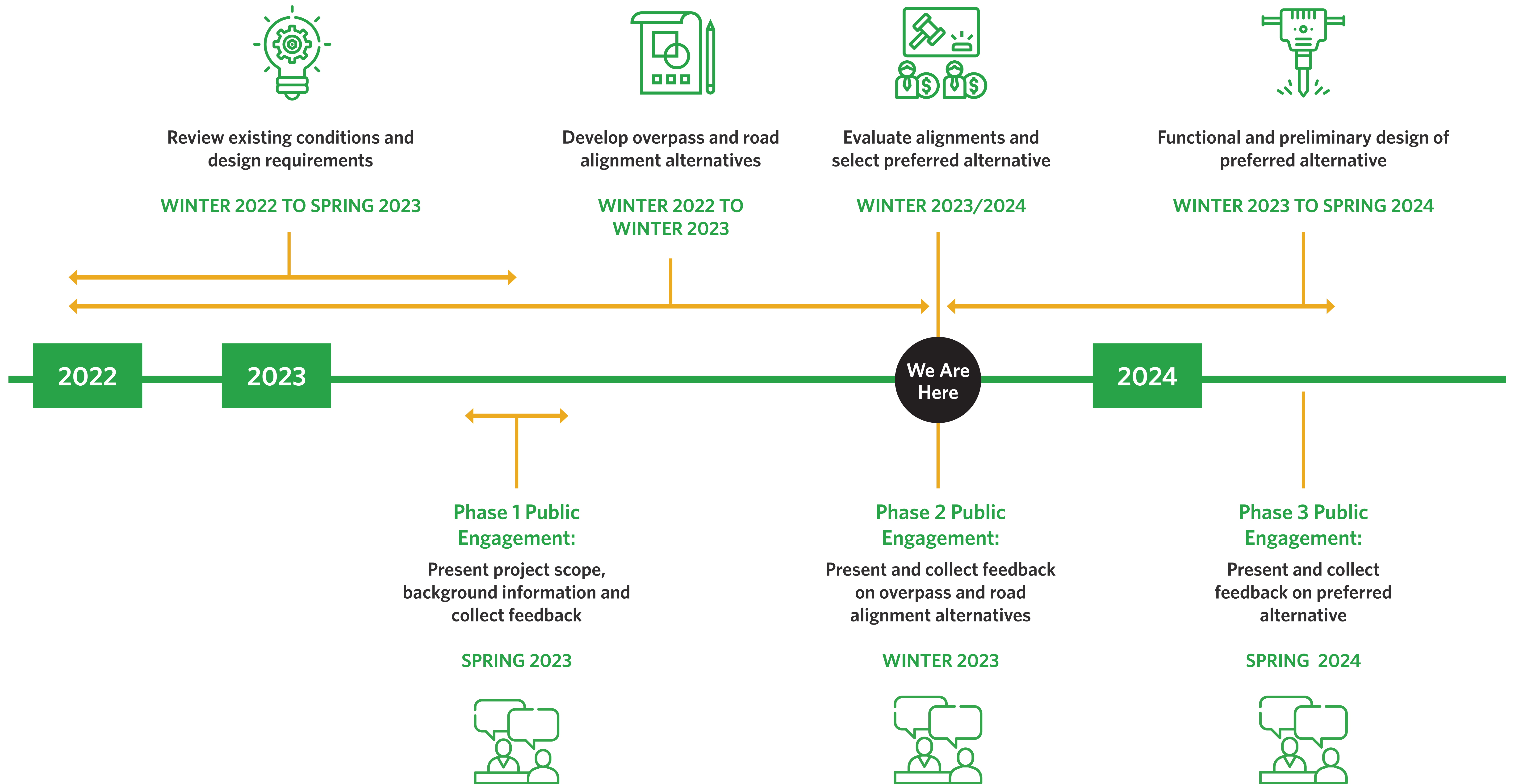
Ensure that the City of Winnipeg, Rural Municipality of Springfield, and Province of Manitoba coordinate the planning, design, and construction of the project, to minimize waste and maximize efficiency.



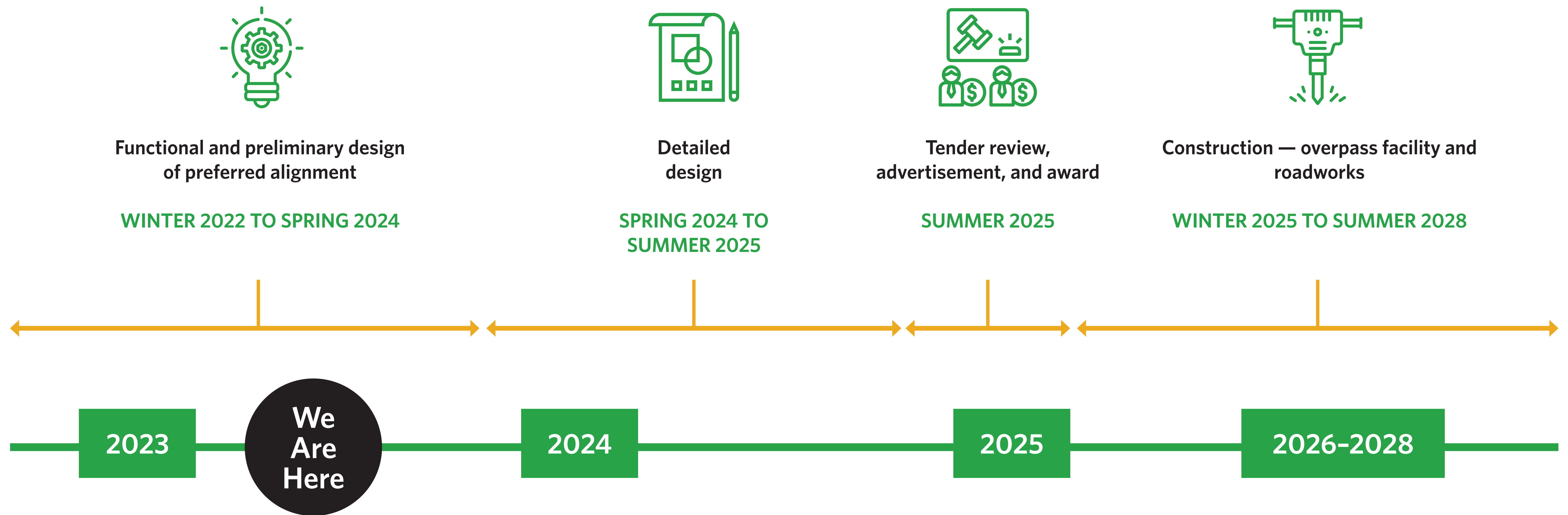
IMPACTS

Work to mitigate the impacts to businesses, residents and CN during construction, as well as post construction.

Functional and Preliminary Design Timeline 9



Proposed Project Timeline



Alternative A - Existing Road Alignment Shifted South

Design Approach

- » To maintain traffic on the existing PTH 1E alignment by shifting the bridge slightly south with improved ramp geometry.
- » To improve access management for nearby businesses.
- » To consider allowances for future active transportation routes.



Pros

- » Least amount of property acquisition requirements
- » Lowest cost
- » Minimal change to existing roadways
- » Minimal impact to commuter traffic patterns (shortest route)
- » Improved safety for all road users
- » Least impact on adjacent residential properties
- » Least impact on utilities and drainage
- » Least amount of time required for project completion



Cons

- » Overpass construction and maintenance over rail tracks will be difficult



Alternative B - New Road Alignment South of Green Acres

Design Approach

- » To relocate PTH 1E to the south of Green Acres Cemetery and construct a new bridge over the rail further east.
- » To avoid the cemetery to the north.
- » To consider allowances for future active transportation routes.



Pros

- » Improved safety for all road users
- » Existing high speed maintained along PTH 1E (no traffic signals)
- » Better access for maintenance of overpass over rail, when compared to Alternative A
- » Minimal traffic interruption during construction



Cons

- » Significant property acquisition required (residential)
- » Significantly more expensive than Road Alignment A
- » Impact on commuter traffic patterns (longer route)
- » Significant change to existing roadways
- » Increased impact on utilities and drainage
- » More time required for construction completion, when compared to Road Alignment A



Alternative C - New Road Alignment North of Green Acres

Design Approach

- » To relocate PTH 1E to the north of Green Acres Cemetery and construct two bridges further east.
- » To avoid the cemetery to the south.
- » To consider allowances for future active transportation routes.



Pros

- » Improved safety for all road users
- » Existing high speed maintained along PTH 1E (no traffic signals)
- » Better access for maintenance of overpass over rail, when compared to Alternative A
- » Minimal traffic interruption during construction

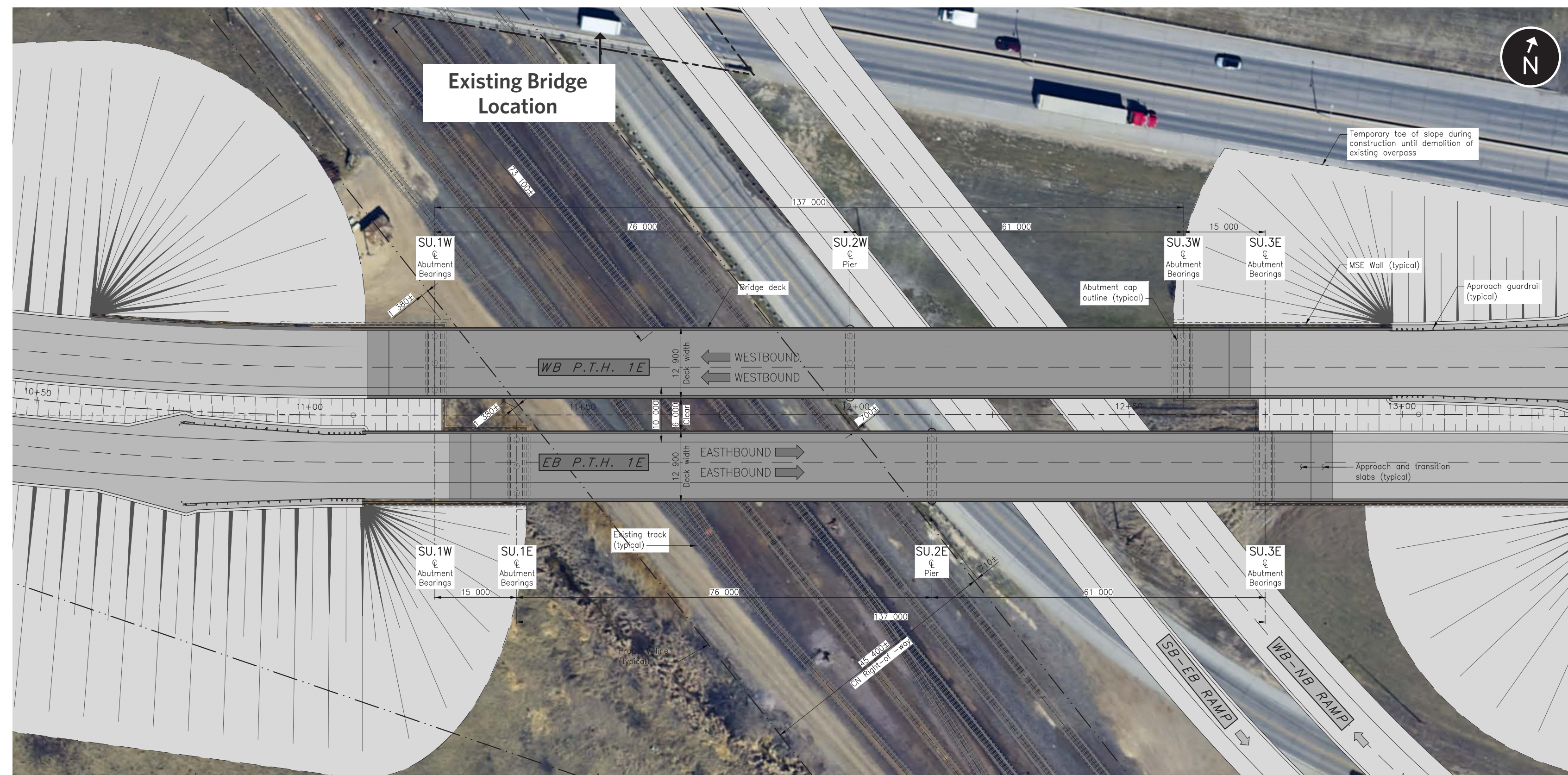


Cons

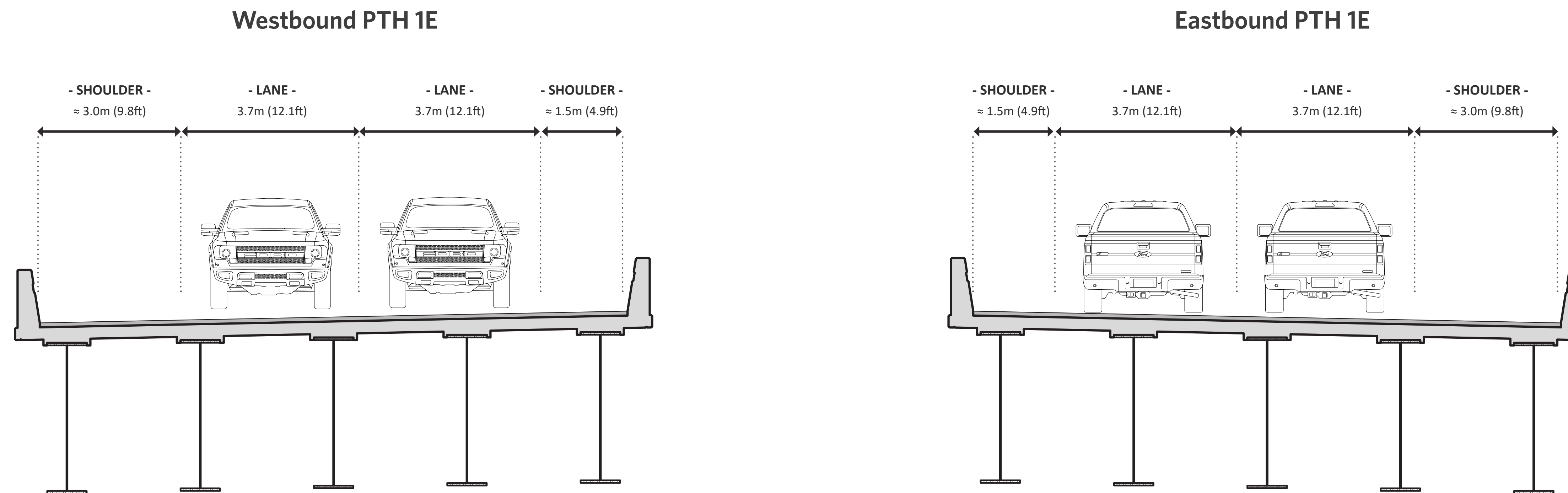
- » Significant property acquisition required (residential and commercial)
- » Significantly more expensive than Road Alignment A
- » Impact on commuter traffic patterns (longer route)
- » Significant change to existing roadways
- » Increased impact on utilities and drainage
- » Considerably more time required for construction completion
- » An additional overpass and retaining walls required



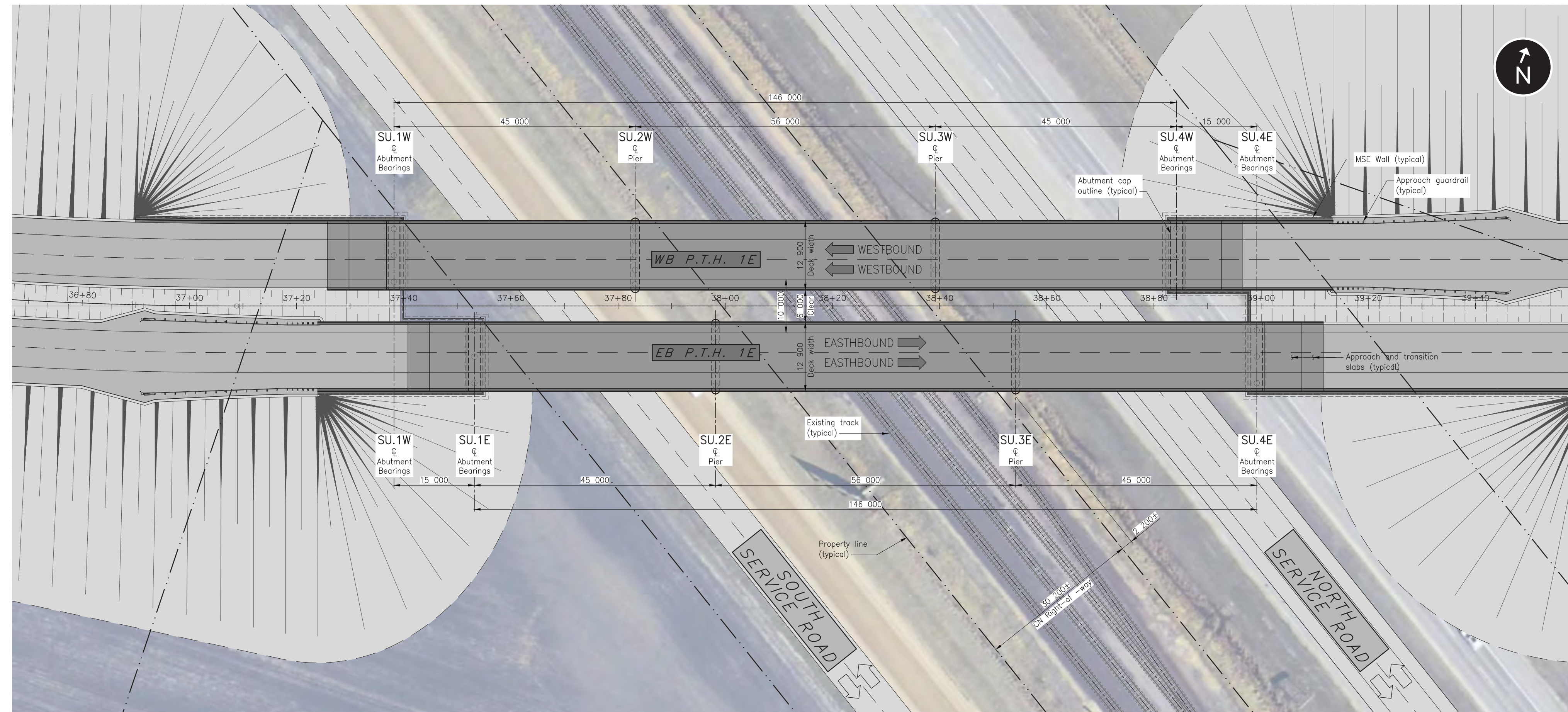
New Overpass for Alternative A



Proposed Overpass Cross-section

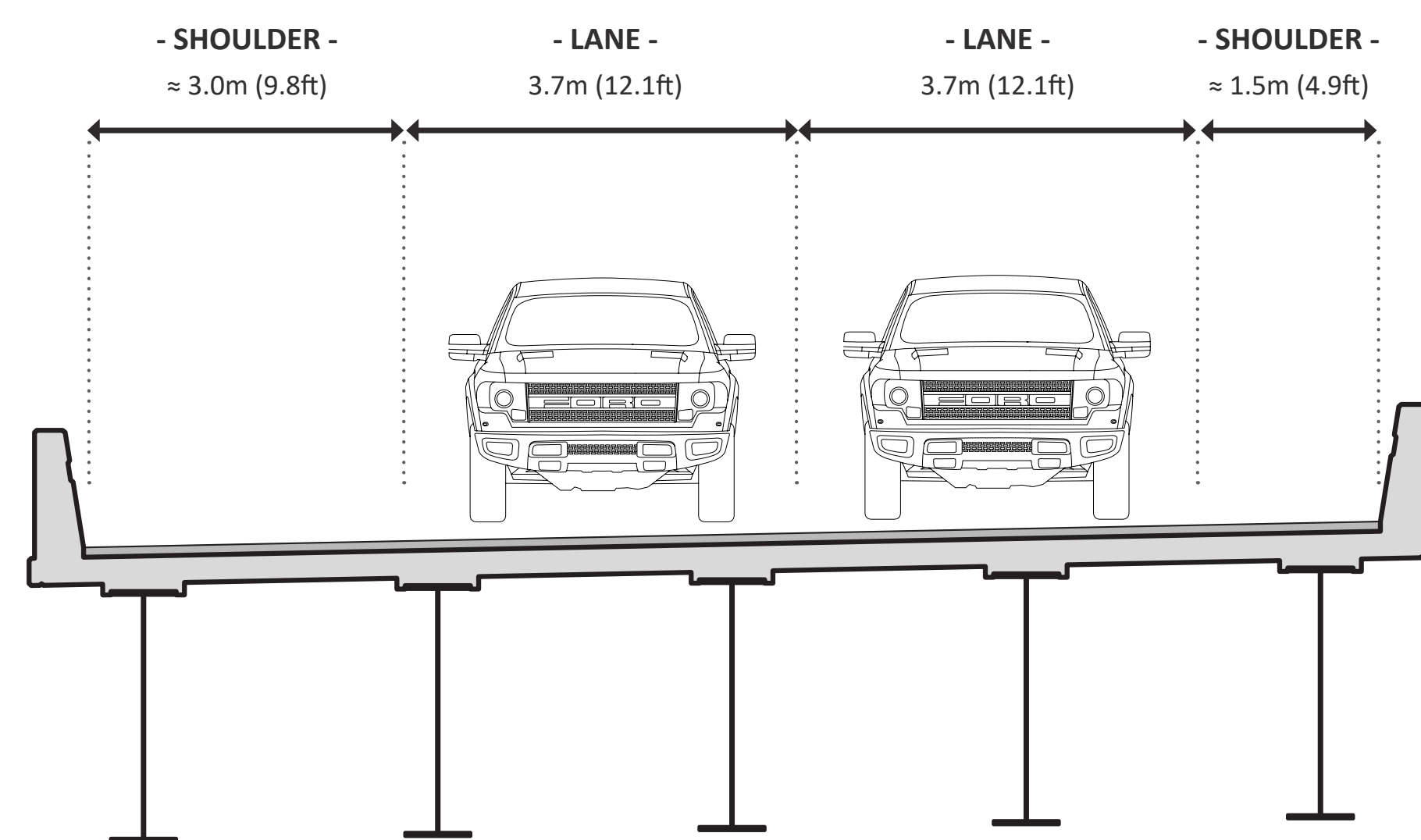


New Overpass for Alternative B

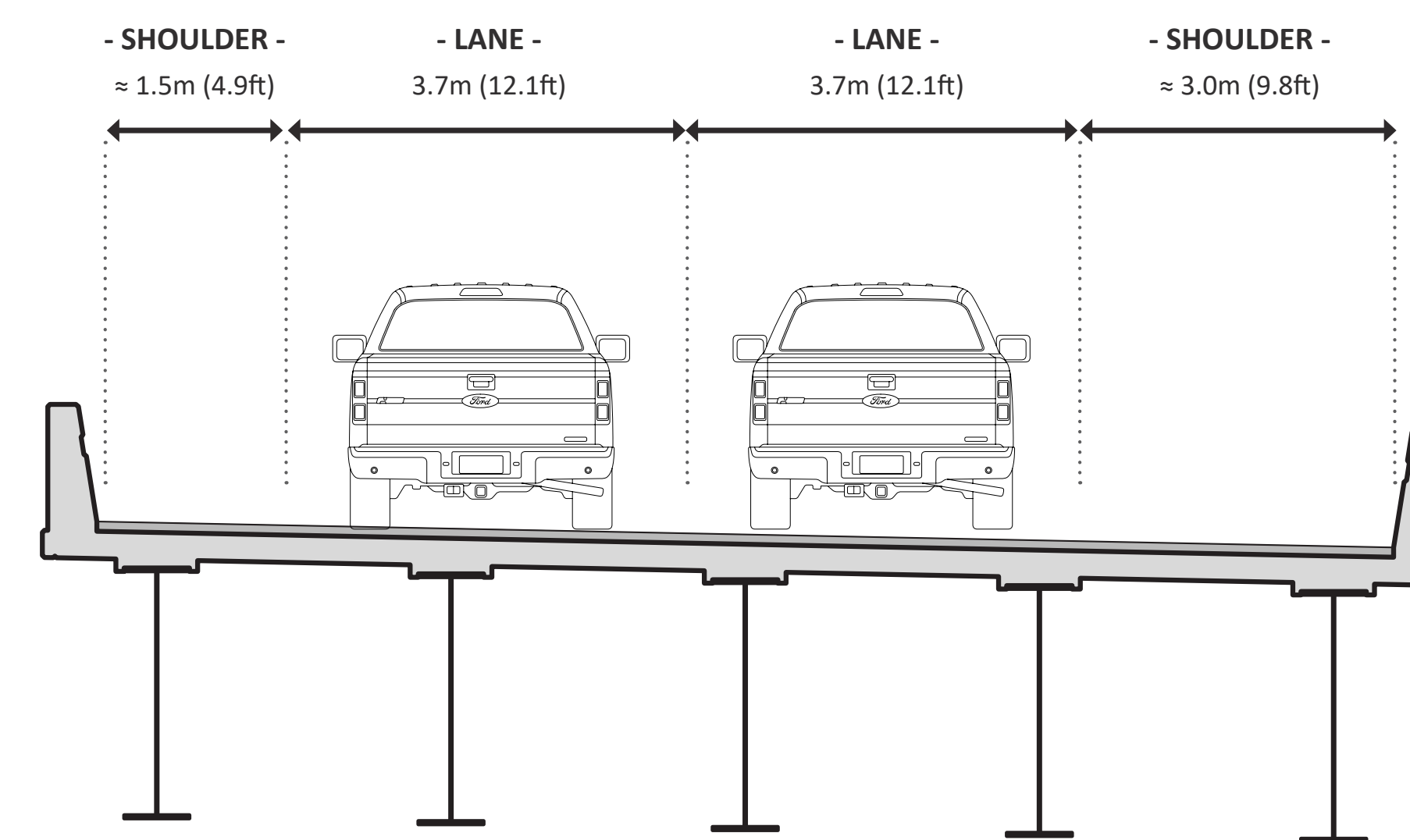


Proposed Overpass Cross-section

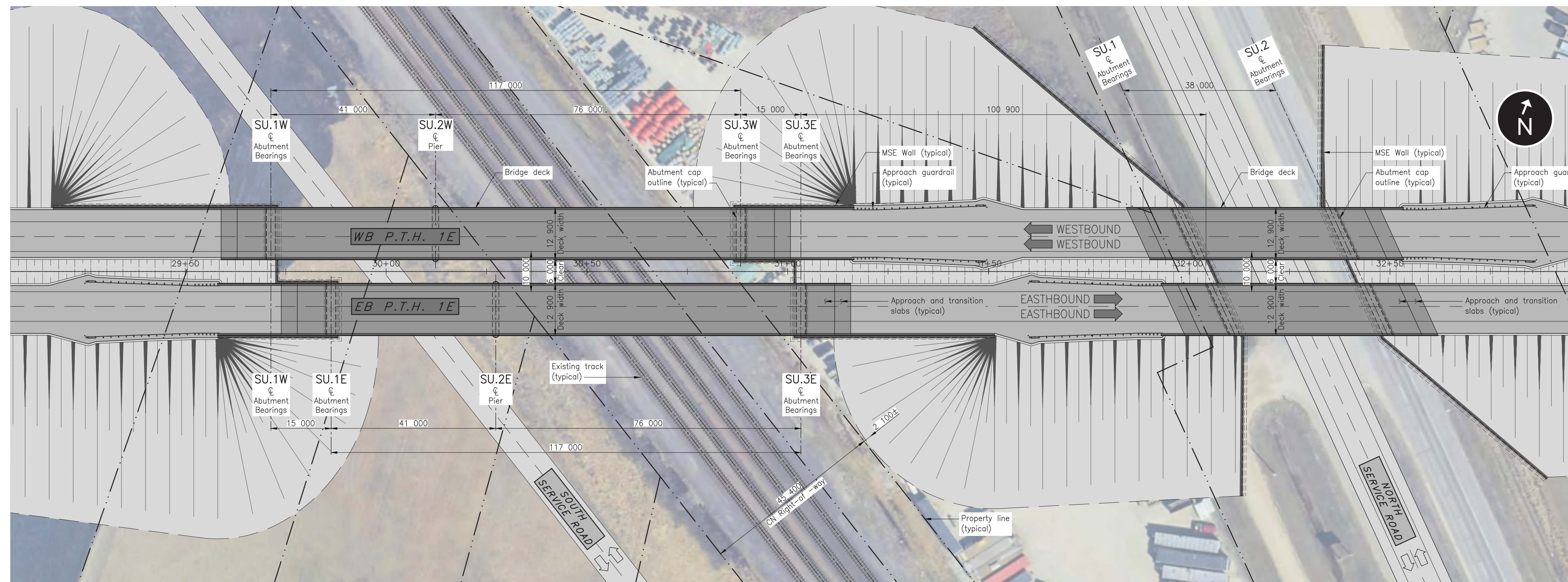
Westbound PTH 1E



Eastbound PTH 1E

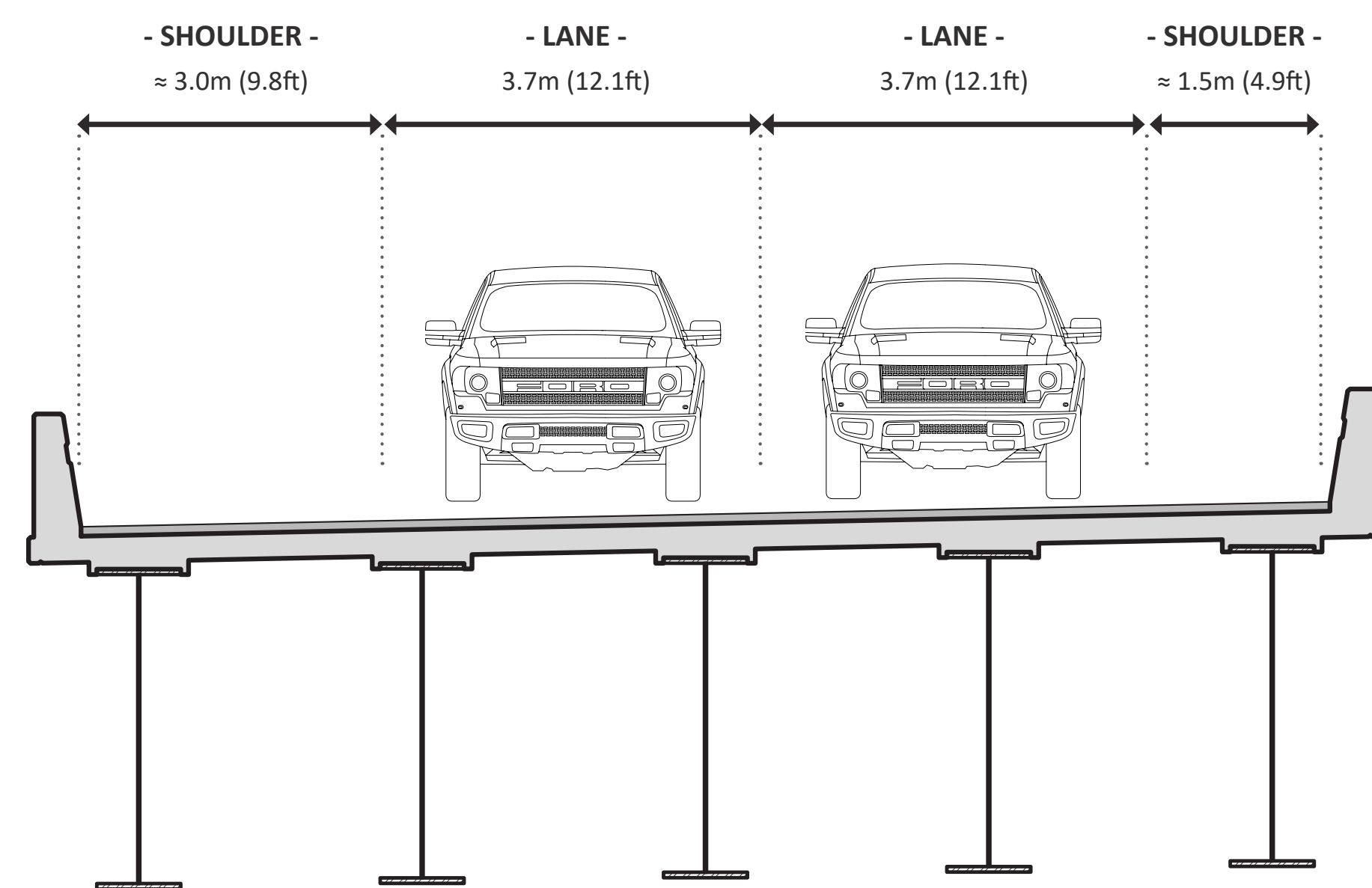


New Overpass for Alternative C

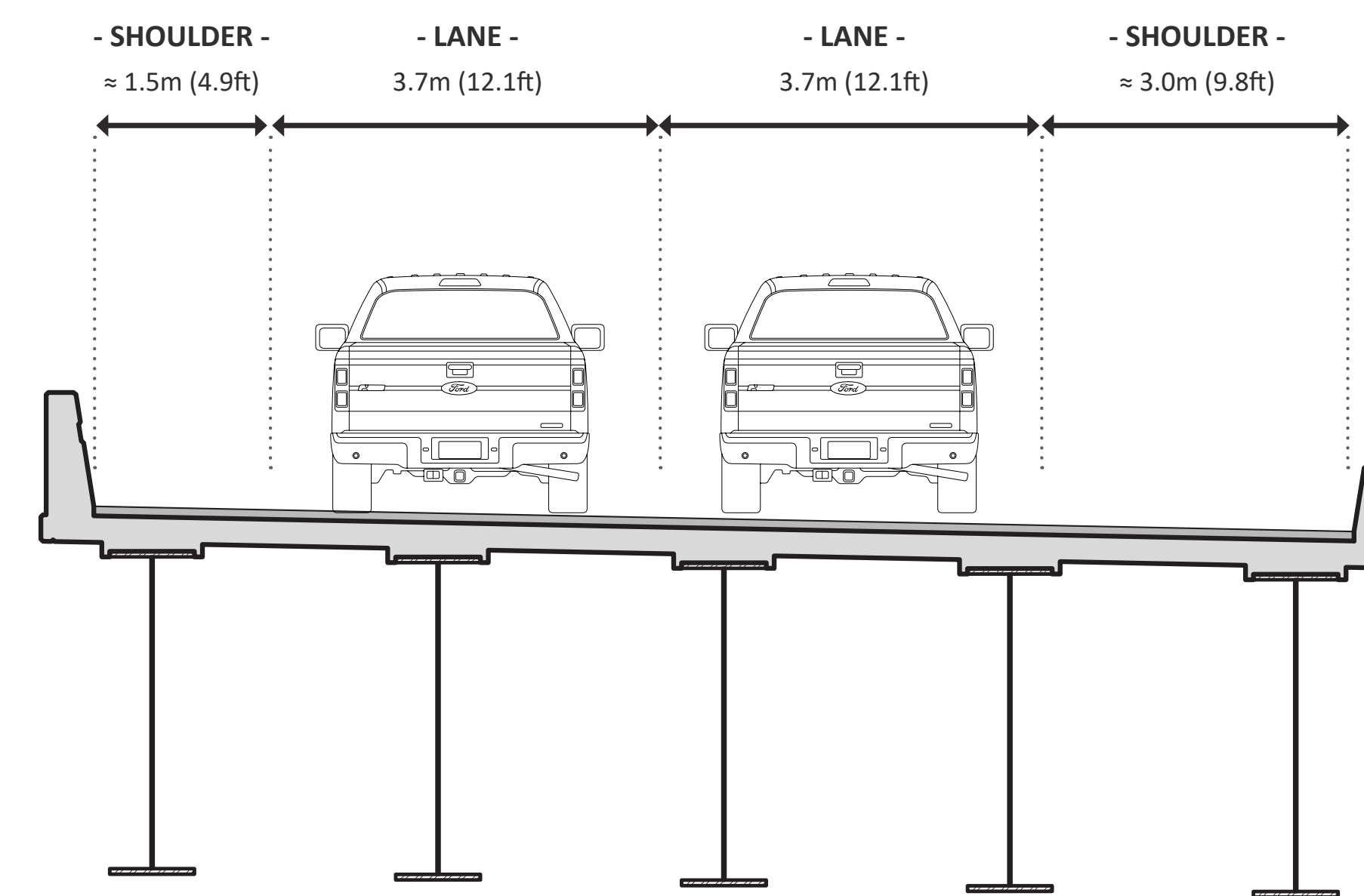


Proposed Overpass Cross-section

Westbound PTH 1E



Eastbound PTH 1E

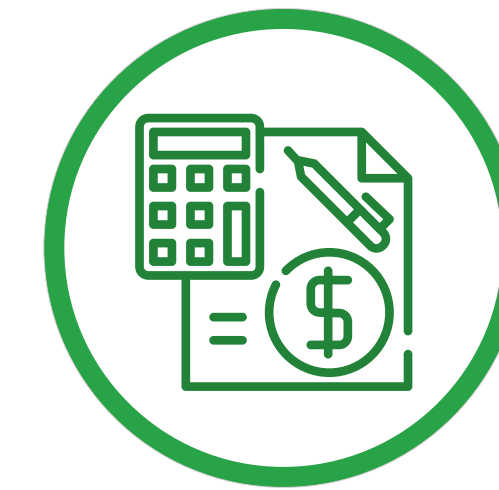


The project team will review the public and stakeholder input received, along with the criteria below, to evaluate the three overpass and road alignment alternatives. These are the same criteria developed and used by Dillon Consulting & Landmark Planning and Design during the conceptual design phase.



Engineering CRITERIA

- » Safety
- » Operational efficiency
- » Traffic flow
- » Geotechnical
- » New roadway length
- » Overpass length
- » Staging
- » Access rationalization
- » Municipal utilities
- » Accommodates Bishop Grandin Blvd. (proposed Abinojii Mikanah)



Socio-Economic CRITERIA

- » Commercial property acquisition
- » Business benefit/disruption
- » Residential property acquisition
- » Residential disturbance
- » Agricultural land loss
- » Local access (during construction)
- » Local access (permanent)
- » Risk of impact (Hydro)
- » Risk of impact (Imperial)
- » Risk of impact (CN)
- » CN expansion potential
- » Construction duration
- » Natural environment
- » Planned subdivisions
- » Contaminated sites risk

Next Steps



Chat with a member of the project team and ask any questions you may have



Complete a comment sheet and leave it with us today



Complete a comment sheet as part of the project's online questionnaire at the QR code above



Join us at the **Phase 3 Open House in early 2024** to learn about the preferred overpass and road alignment alternative



Stay up-to-date on the project by visiting the project webpage at: <https://www.gov.mb.ca/mti/projects.html>

Thank You



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