

The Preliminary Design Study for the Bridge over the Red River on PR 305

Public
Engagement

Spring 2023



Manitoba Transportation and Infrastructure has completed the Preliminary Design. The following presentation will:



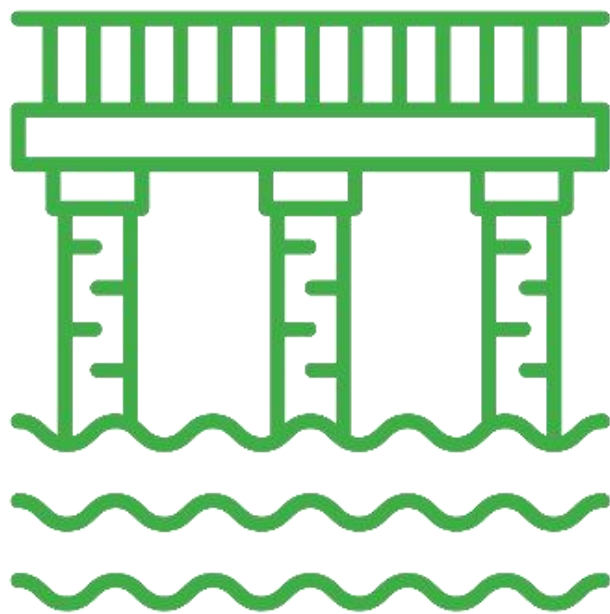
Provide information on the **purpose and scope** of the project.



Present the **preferred design alternative and construction detour**.



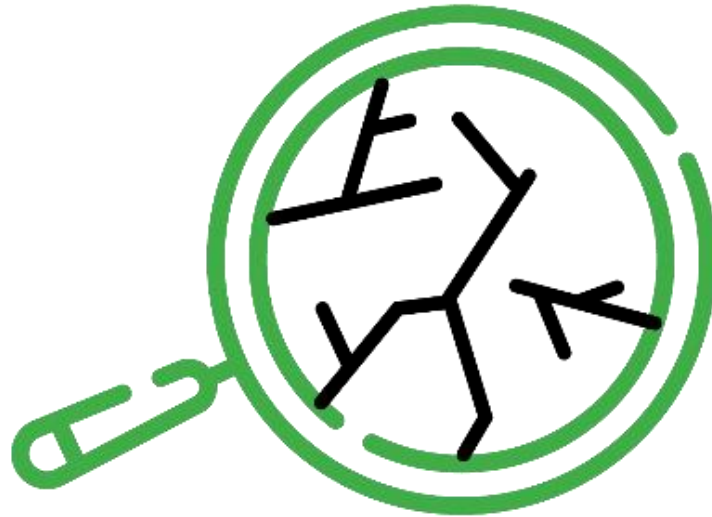
Explain how **public and stakeholder feedback was considered** during the design process.



The Louis Riel Bridge over the Red River on PR 305 was constructed in

1959

The bridge serves as a vital link between communities on either side of the Red River.



The bridge requires **action to maintain serviceability** over the next 40 years.

Manitoba Transportation and Infrastructure engaged WSP (an engineering service provider) **to complete the preliminary design of the bridge** including public and stakeholder consultations.



PROJECT AREA

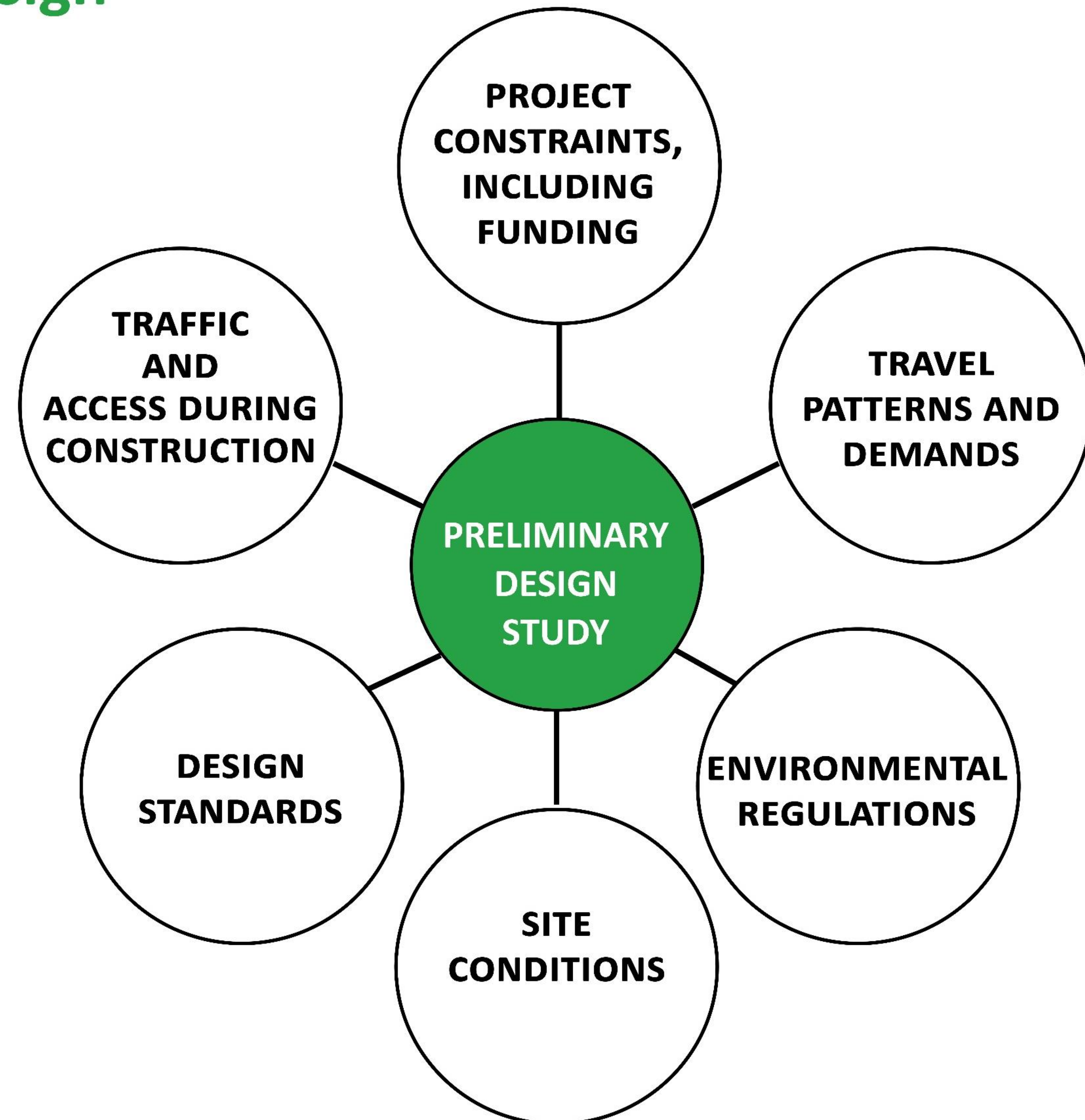


The goals of the Preliminary Design Study are to:

Assess the current condition of the bridge.

Develop rehabilitation alternatives for the bridge crossing and identify a preferred alternative.

Finalize the preliminary design of the preferred alternative.



The public engagement process involves:

- Local governments;
- 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.

Public engagement techniques employed throughout the project include:



Group stakeholder meetings



Telephone conversations with stakeholders



Two public engagements



Project webpage updates



Newsletters



Online questionnaires

The stakeholder and public engagement process has been divided into four phases:

1

Phase 1:

Initial Stakeholder Engagement

2

Phase 2:

Public Engagement #1 to Present the Alternatives

3



Phase 3:

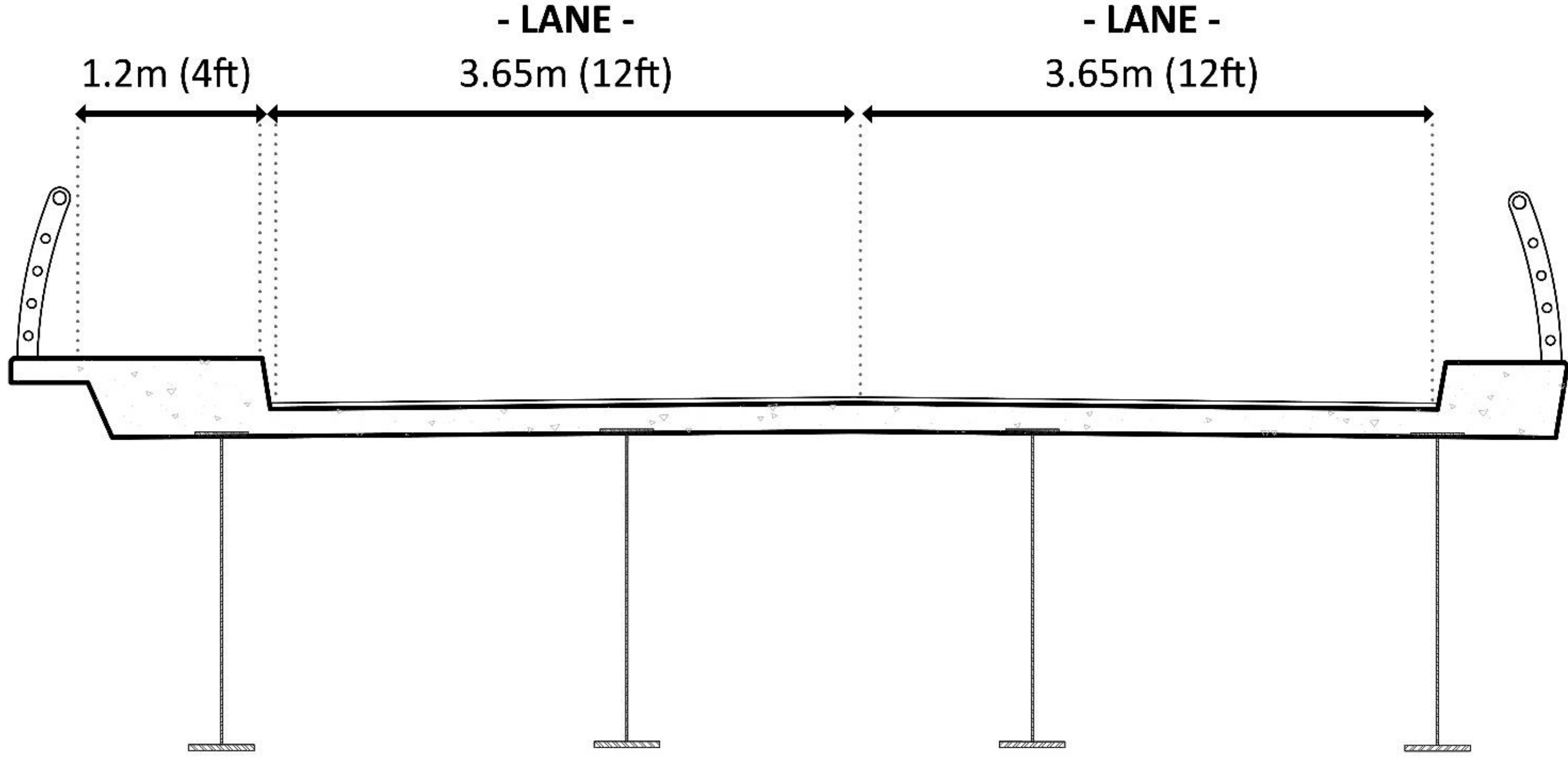
Public Engagement #2 to Present the Preferred Alternative

4

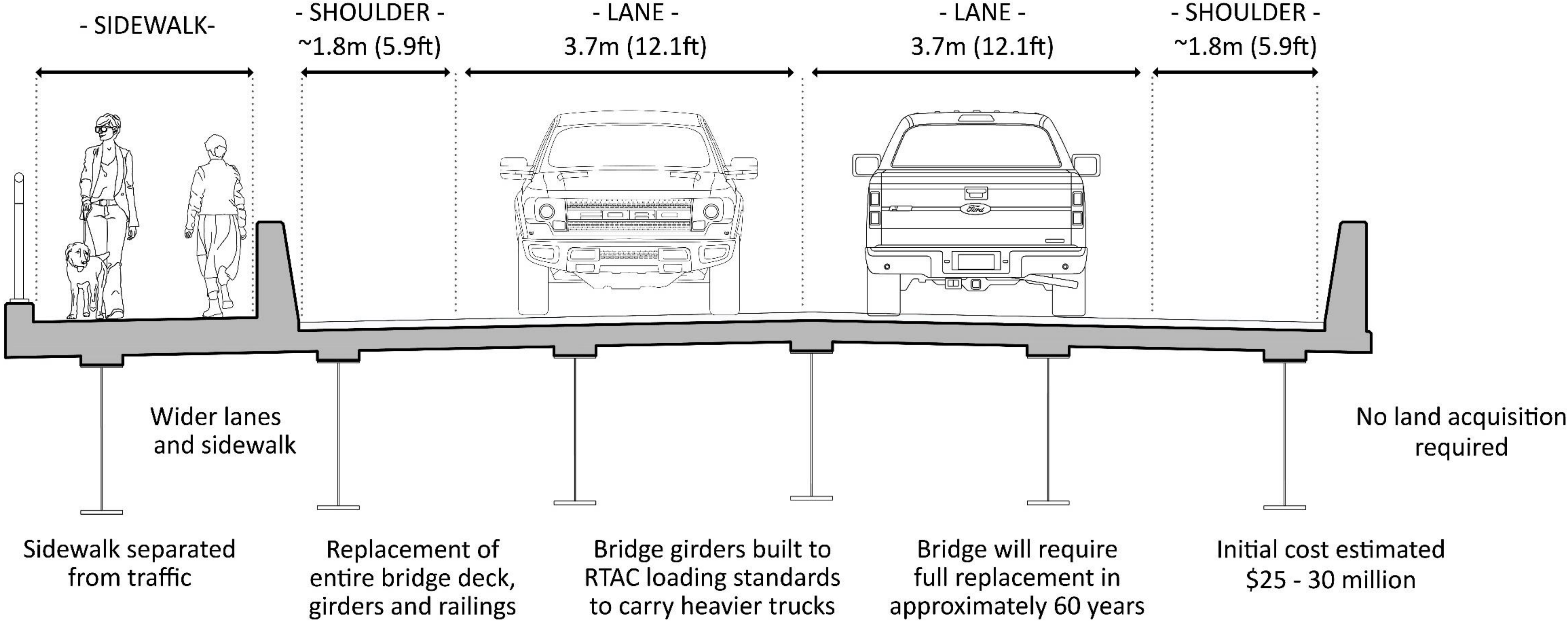
Phase 4:

Ongoing Communications through Design and Construction

EXISTING BRIDGE SECTION



PREFERRED ALTERNATIVE SECTION



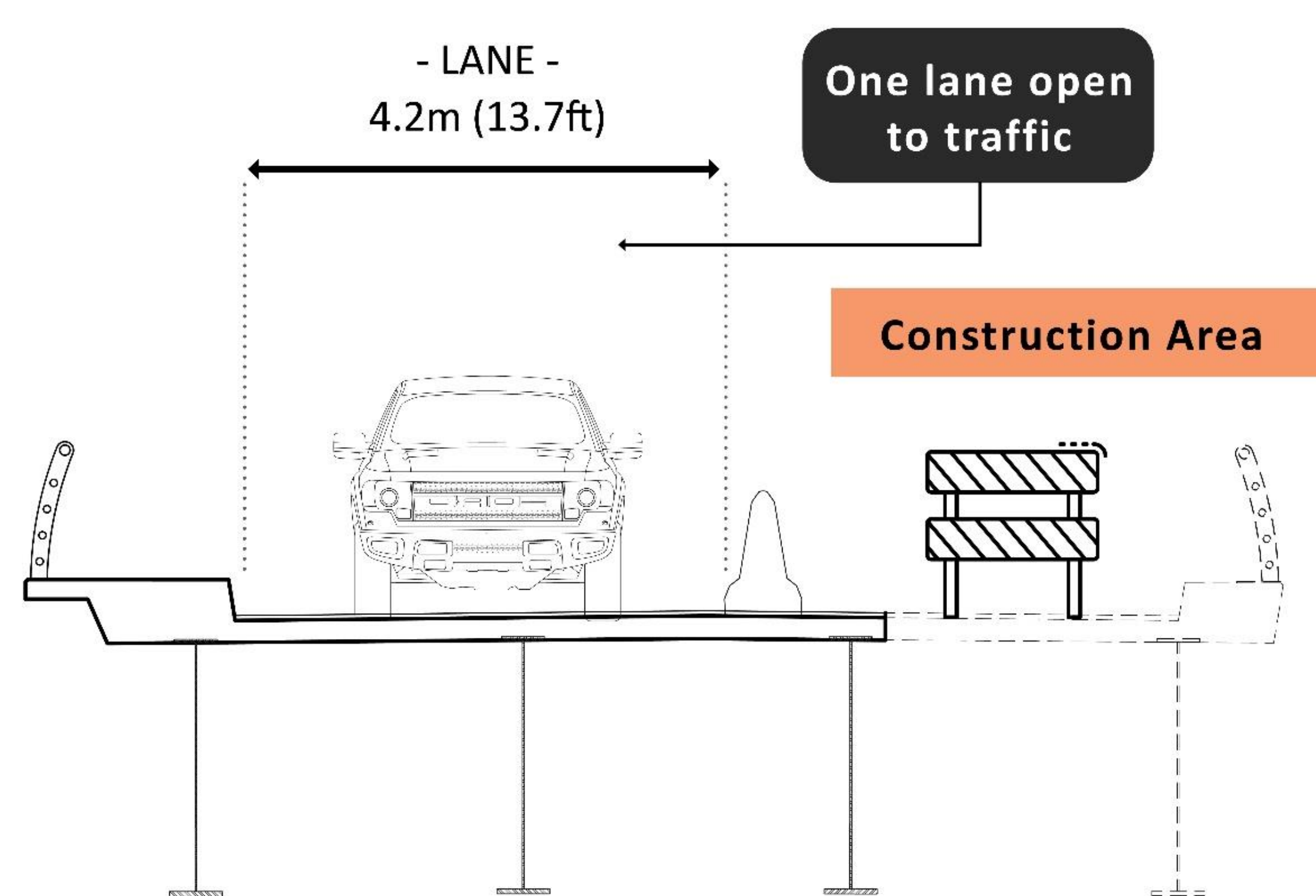
WHAT WE HEARD	HOW IT WAS CONSIDERED
Respondents noted concerns with pedestrian and cyclist safety .	The preferred alternative separates the sidewalk from the roadway and the sidewalk is anticipated to be 2.7 metres wide.
Respondents noted concerns with the narrowness of the shoulders and lanes .	The preferred alternative has a greater total roadway width with wider shoulders on each side of the travel lanes.
Majority of respondents use the bridge to access work and services in neighbouring communities and there would be negative impact to businesses if the bridge had to be closed.	Construction staging will permit the bridge to remain open to one lane of traffic and avoid full bridge closures.
Respondents did not want land acquisition to be necessary for the construction of the bridge.	No land acquisition required for the construction of the bridge.
Respondents want the bridge to meet RTAC loading standards .	The preferred alternative includes an increase in the load carrying capacity of the bridge to RTAC loading standards.
Respondents noted that the traffic over the bridge is too fast .	The Preliminary Design could not address this issue but Manitoba Transportation and Infrastructure will continue to investigate strategies for traffic calming .

PROPOSED CONSTRUCTION STAGING

STAGE 1

Substructure Construction Spring to Summer 2023

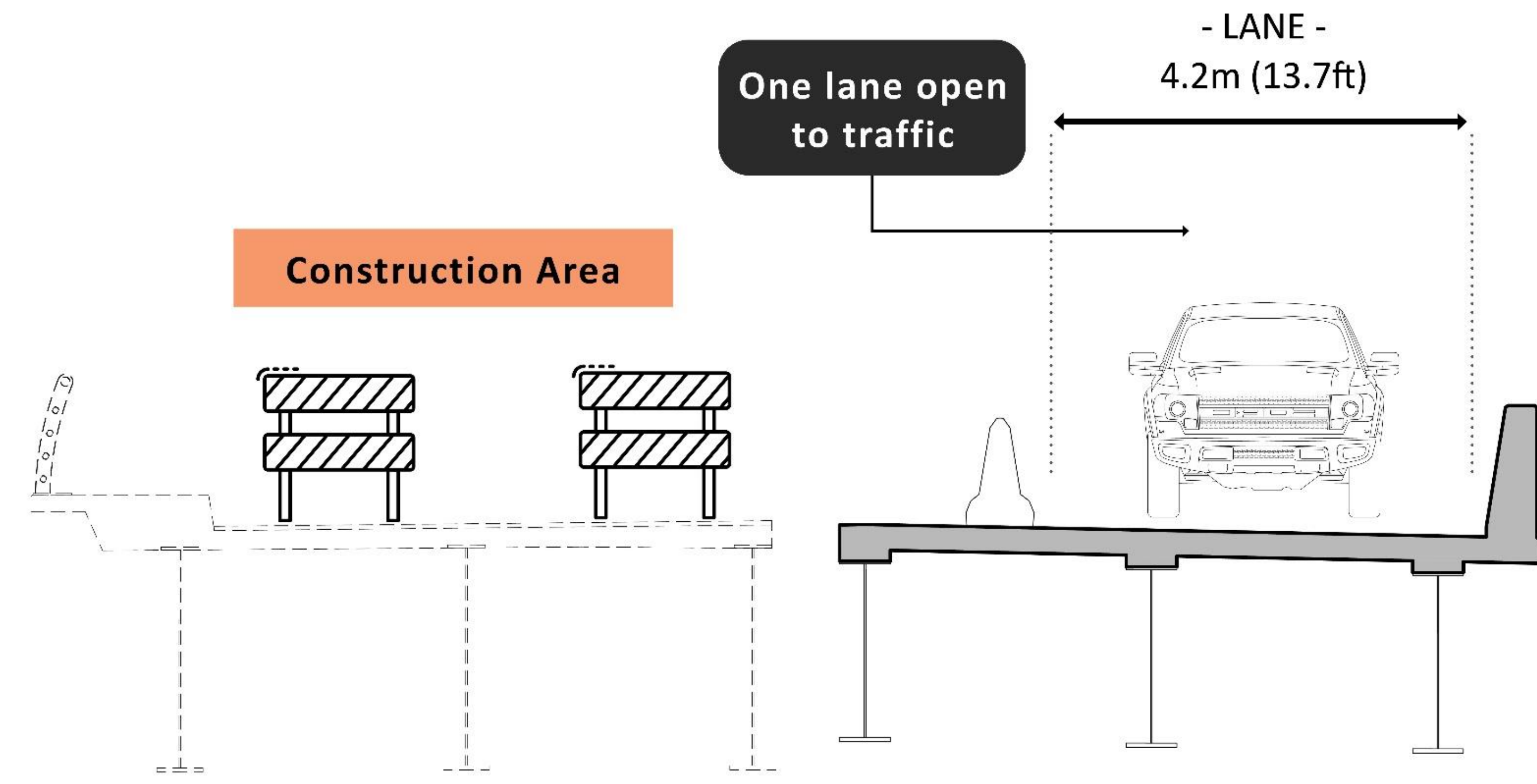
- » Minimal to no impact to traffic at this stage while construction occurs under the bridge



STAGE 2

Fall 2023 to Fall 2024

- » One lane open to traffic on existing bridge while construction occurs on other side of bridge



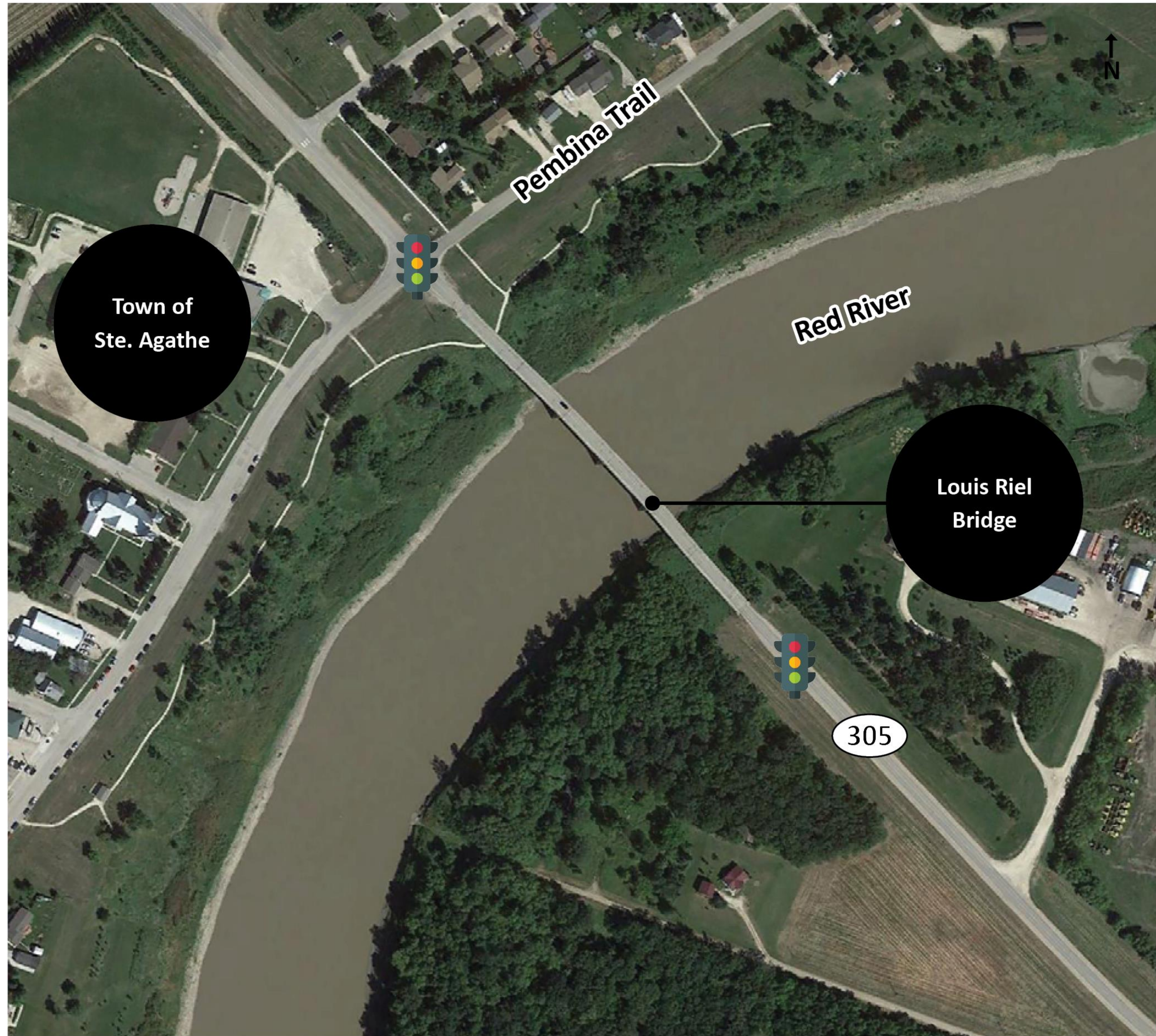
STAGE 3

Fall 2024 to Fall 2025

- » One lane open to traffic on reconstructed bridge while construction occurs on other side of bridge

PREFERRED ALTERNATIVE TRAFFIC CONTROL

SINGLE LANE WITH SIGNAL LIGHT CONTROL (FOR NON-OVERSIZED VEHICLES)



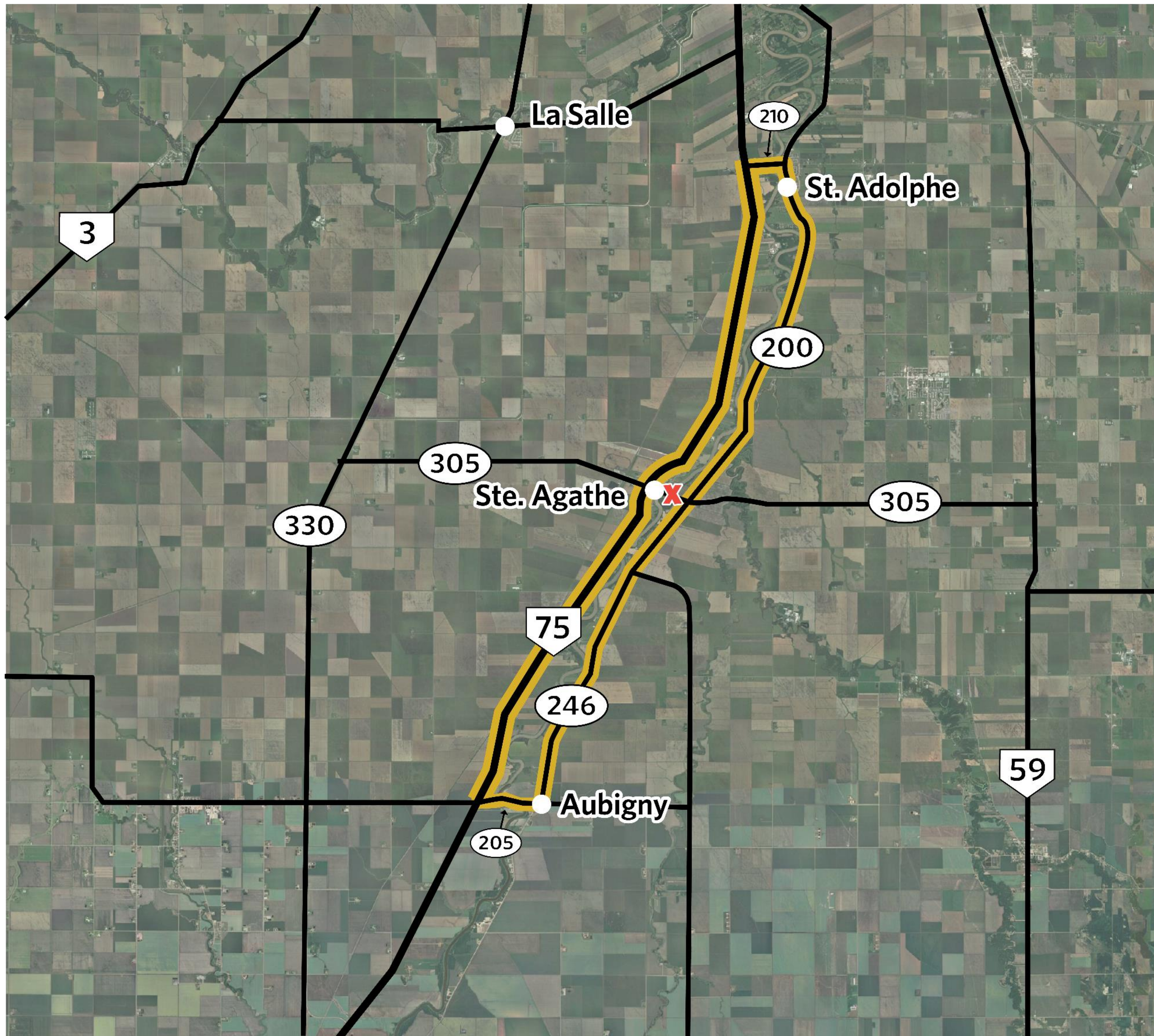
Description



- Applies to **non-oversized vehicles**.
- Single lane with two-way traffic controlled by signal lights at both ends.
- Oversized vehicles must detour to Aubigny or St. Adolphe (Traffic Control for Oversized Vehicles).

PREFERRED ALTERNATIVE TRAFFIC CONTROL

ROUTE DETOUR (FOR OVERSIZED VEHICLES)

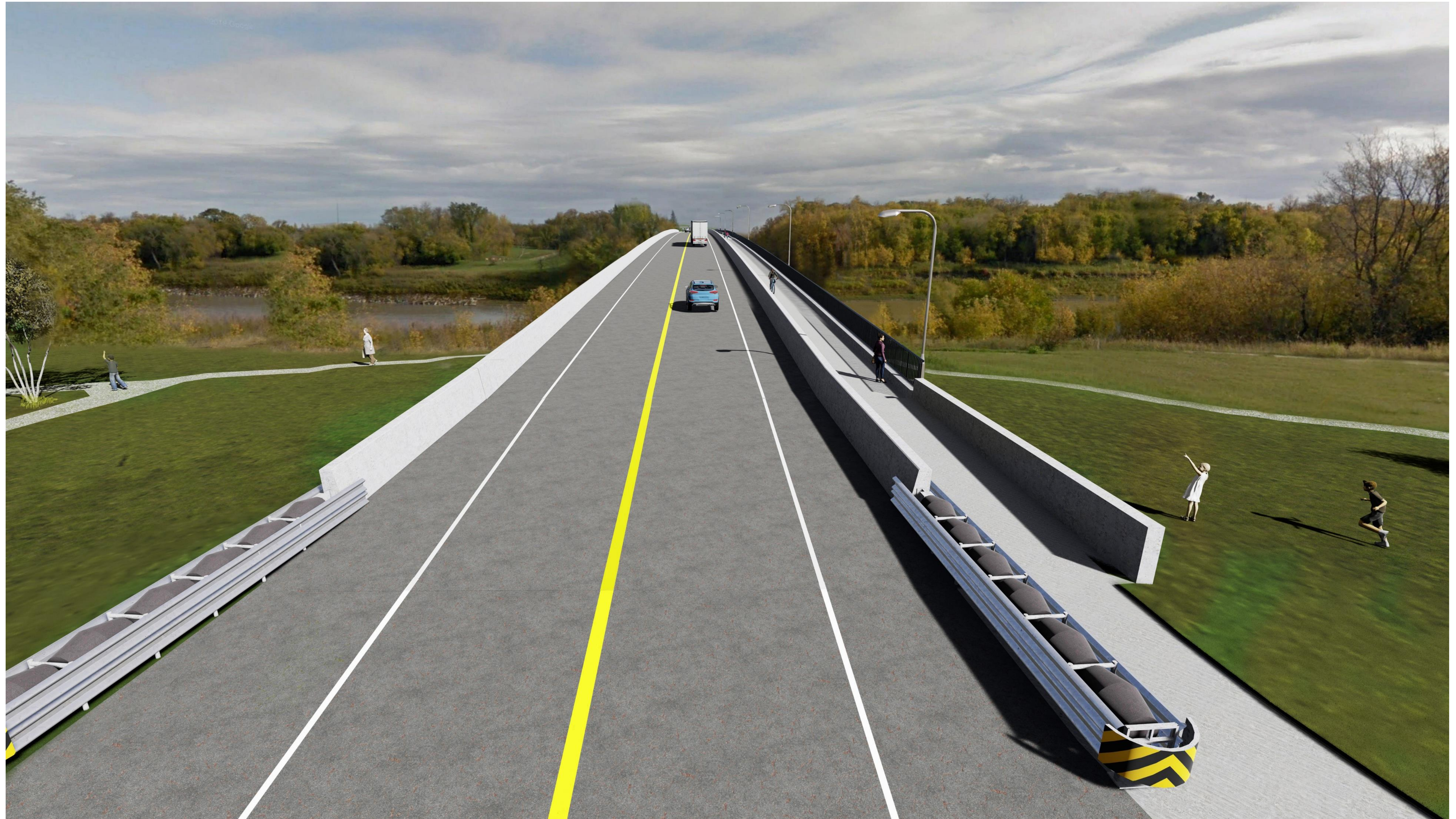


Description



- Applies to **oversized vehicles (including agricultural equipment)** for the duration of construction.
- Oversized vehicles to use river crossing in St. Adolphe (PR 210) or Aubigny (PR 205).
- The detour route is approximately 30 km roundtrip.

PRELIMINARY DESIGN RENDERING



PRELIMINARY DESIGN RENDERING



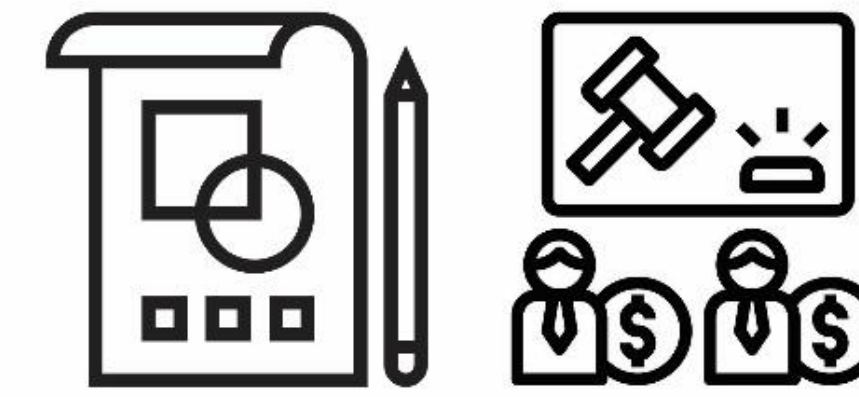
PRELIMINARY DESIGN RENDERING



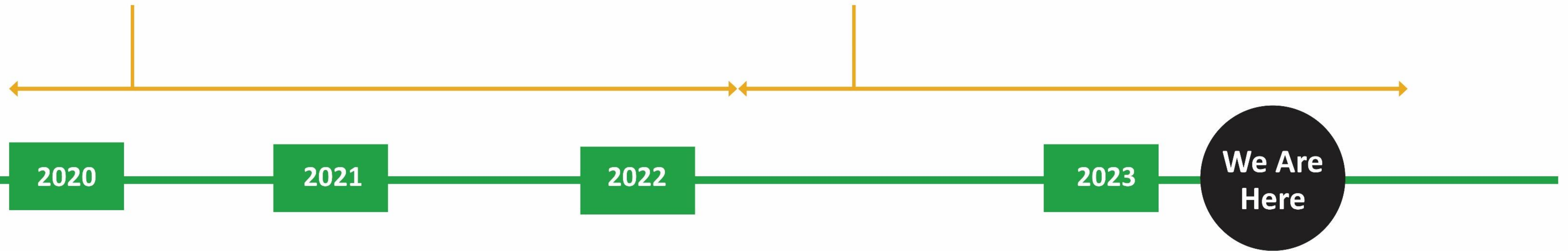
ANTICIPATED PROJECT TIMELINE



Preliminary Design



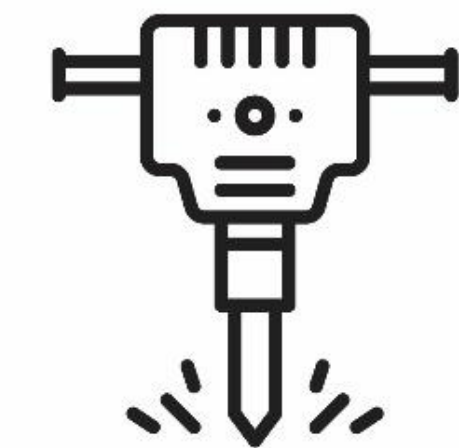
Detailed Design and Tender
Construction Works



Environmental Approvals



*Construction Period Starts



*Actual construction start is dependent on the contractor's preferred construction schedule and regulatory approvals.



- Collect comments on the preferred alternative and answer questions.



- Complete the detailed design of the preferred alternative.



- Obtain regulatory approvals.



- Issue tender for construction.



- Enter construction stage.



- Stay up to date on the project by visiting the project webpage and reading our newsletters at:

<https://www.gov.mb.ca/mit/wms/structures/design.html>

Thank you.



**Questions or comments on the project
can be directed to Meagan Boles:**

Email: meagan.boles@wsp.com

Telephone: (204) 259-1628