SPRING 2018 NEWSLETTER

WINNIPEG RIVER BRIDGE ON PR 313

Manitoba

Previous newsletters have provided information on the history of the bridge, purpose and need for the project, stakeholder input, bridge design option evaluation, and construction timelines. These past newsletters can be found on the project website (*www.gov.mb.ca/mit/wms/structures/design.html*).

New Bridge Design

MI completed an extensive engineering analysis for the bridge repair and considered several bridge rehabilitation and replacement options. After extensive community consultation and discussion with local municipalities, the decision was made to construct a new bridge on the current alignment utilizing the existing piers. The decision was based on a detailed analysis of the design options, and provided significant consideration for the affect that a bridge closure would have on the travelling public and other stakeholders. The selected design will allow the new bridge to be constructed in stages, without closing the bridge for the majority of the construction period. (See **'Construction'** for more information.) This design will provide a new, wider facility that will improve service to the region for the next 40 years.

The existing bridge is 6.2m (20 feet) wide, while the new bridge (Figure 1) will be 9.6m (31.5 feet) wide. The new bridge will include a new sidewalk on the north side (same location as the current sidewalk).

Local municipalities had previously expressed a desire to modify the bridge design in order to increase the navigational clearance of the bridge to 4.6m (15 feet) from the original design of 3.8m (12.5 feet). As this change required additional time and budget, the local communities were advised that they would need to contribute a portion of the incremental costs associated with raising the bridge in order to proceed. The local community responded that they were not able to provide the additional funding and the decision was made to proceed with the original design clearance of 3.8m (12.5 feet).

Manitoba Infrastructure remains committed to the project; the first phase of substructure modifications is complete, structural steel (girder) fabrication is near completion, and the contract for the general bridge construction has been awarded.

Construction

The bridge will continue to operate in its current condition (one lane controlled with signals) through the entire construction period, with the exception of a short closure period. It will be necessary to close the bridge completely to traffic for approximately three weeks at some point during the winter (see "**Current Status**"). MI and the Contractor will communicate with the community and stakeholders and will identify the exact dates of the closure by September 2018.

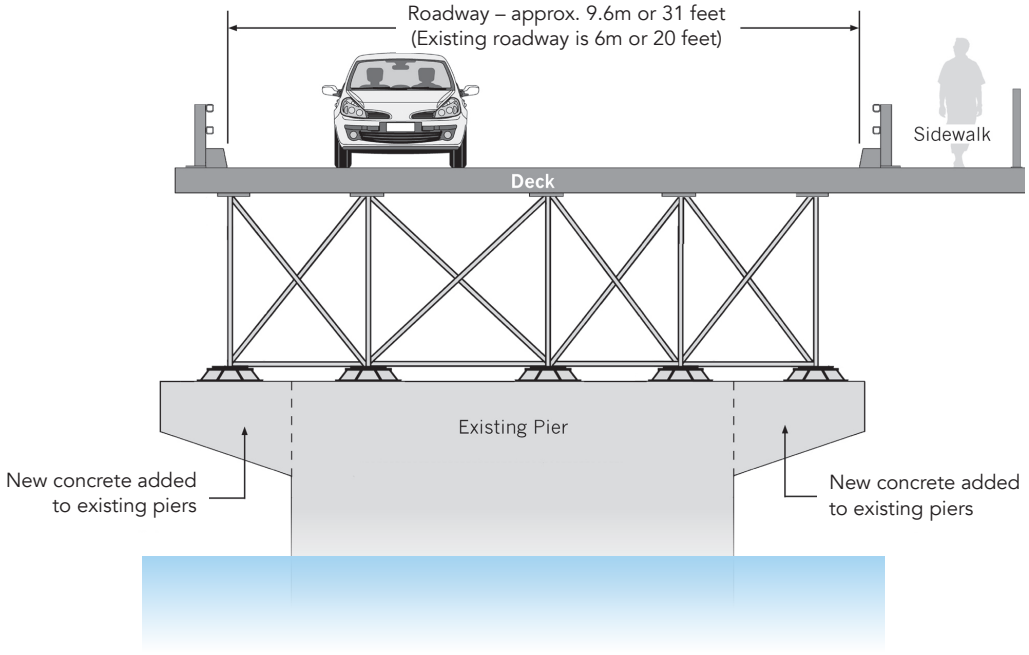

Figure 1: Build New Bridge on Existing Piers

Current Status

- MI is working with Manitoba Hydro, MTS, and others to ensure that minimal disruption of service will take place during construction.
- The General Bridge Construction tender has been awarded to MD Steele Construction Ltd. MD Steele has successfully constructed and rehabilitated many bridge structures for MI, and produces quality work.
- Structural steel/girder fabrication of Phase 1 is complete, with work on the remaining phases on-going. Final completion is scheduled for September 2018.
- The general bridge construction contractor has begun mobilizing equipment to the job-site and will begin construction on the bridge in May 2018.
- Traffic will use alternate sides of the bridge during construction and will be controlled with traffic signals.
- A three-week, full bridge closure is tentatively scheduled to take place in the late Fall 2018, after harvest, but depending on project progress may take place in early 2019 (January or February).
- The bridge will be fully open by December 2019.

More Information

Traffic will utilize alternate sides of the bridge during construction and will be controlled with traffic signals.

MI is aware that during peak traffic flows on long weekends, wait times at the bridge signals can be extensive. Therefore, MI will be providing additional traffic control on the July, August and September long-weekends, in order to mitigate delays. Please know that the signals are operating as efficiently as possible and we thank you for your continued patience. Motorists are reminded to use caution in the area as construction activities will be starting immediately and will involve heavy equipment.

Additional information, including a full consultation report and an updated project status report can be found on the project website at:

www.gov.mb.ca/mit/wms/structures/design.html

PR 313 Construction Site - 2018

Engine # 1 – 1913

PR 313 Bridge History

The study team is working with the Lac du Bonnet and District Historical Society Inc. to incorporate the history of the bridge into the design of the new bridge. Discussions with the Historical Society have resulted in several concepts including naming of the bridge, a historical plaque, and the preservation of the signage currently located on the bridge. The Historical Society put out a request for feedback in the January 14, 2016 edition of the Lac du Bonnet Clipper asking for locals to provide their thoughts on naming of the bridge. Email your suggestions to *annyhall50@hotmail.com*.

Did you know…

The PR 313 Bridge has a rich history dating back to 1908 when the first bridge accommodated a Winnipeg Hydro Tramway. In 1931 the wooden bridge was replaced with a steel Dominion Bridge structure that was used for both rail and highway traffic. The bridge deck was later raised by four feet in order to accommodate rising water levels created by the McArthur Falls Generating Station. Further modifications and repairs were undertaken over the years including the removal of the rail tracks in 1963.

On July 15, 1870 Manitoba was created by proclamation of the Manitoba Act. The size and shape of province afforded it the nickname “The Postage Stamp Province”. Interestingly, the longitude and latitude of the eastern boundary for the Province of Manitoba began at a point 96 degrees west of Greenwich and that point is located on the existing PR 313 Bridge!