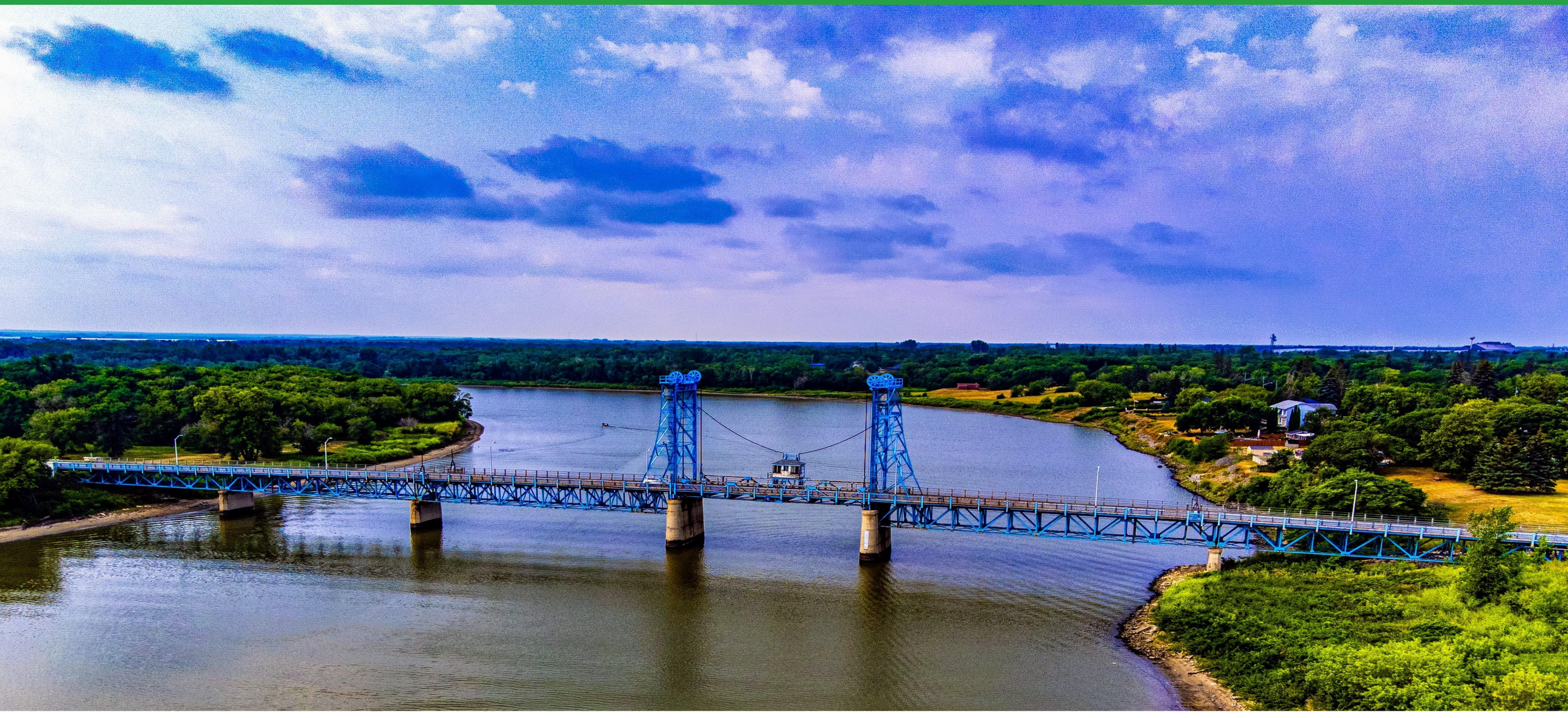
Welcome



Preliminary Design Study for the Bridge on PR 204 over the Red River | Winter 2025 / 2026

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Land Acknowledgement

We would like to begin by acknowledging that we are in Treaty 1 territory and that the land on which we gather is the traditional gathering place of the Anishinaabeg, Cree, Oji-Cree, Dakota, and Dene Peoples, and the National Homeland of the Red River Métis.

As we work towards reconciliation, it's important to recognize Canada's history and acknowledge the harms and wrongs this includes. We reflect on what it means to be Canadian and how that experience has been inequitable for many. We reflect on what sort of Canada we want to build together, for the future.

Agenda for Phase 3 Engagement

1. Project Team
2. Purpose
3. Study Area
4. What We Heard In Phase 2
5. Option 1: Rehabilitate existing structure (base option)
6. Option 2: Rehabilitate existing structure with increased sidewalk width
7. Option 3: Rehabilitate existing structure with roadway widening, middle span replacement and tower removal
8. Project Timeline and Next Steps

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Project Team

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- Abdulgafar Mohammed
  Project Manager, Projects Management Branch
- Andrew Pankratz
  Bridge Design Engineer, Bridges & Highway Structures

WSP

- Jim Lukashenko
  Project Manager
- Edmund Ho
  Senior Designer

AECOM

- Erin Huck
  Deputy Project Manager
- Crista Gladstone
  Engagement Lead
- Hannah Surgenor
  Engagement Support
- Tracey McKenna
  Engagement Support

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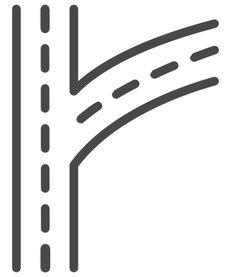
Purpose

The purpose of today's engagement is to:

Share Phase 2 feedback



Present bridge rehabilitation options

Hear your feedback and questions

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Study Area

The study area focuses on the Bridge on PR 204 over the Red River in the City of Selkirk, Manitoba.

The bridge is part of the Regional Highway System. It is a main crossing on the Red River connecting the Cities of East Selkirk and Selkirk and is used by approximately 7,290 vehicles per day.

PR 204 is part of the La Vérendrye Trail highway series. It extends north of Winnipeg along the Red River for 30.9 km (19.2 miles) and ends at Selkirk and PTH 9A.

What We Heard from Phase 2 Engagement

What We Heard	Response from the Project Team
Why was bridge rehabilitation chosen?	Rehabilitating the existing bridge is the most practical and cost-effective choice. It allows for continued use and supports future planning.
Why was the decision to rehabilitate the bridge made vs. replacement?	Constructing a new bridge would likely require a new roadway alignment, extensive land acquisition, and complex regulatory approvals, including considerations related to heritage resources, archaeology, navigation, fisheries, and the environment. The service life of the existing bridge can be significantly extended with repairs. Rehabilitating the existing bridge is the most practical and cost-effective choice.
Is the bridge in good enough condition for rehabilitation?	Load evaluations and structural assessments have been conducted. The findings indicate that the main load carrying components of the existing structure are generally in good condition. The primary concern at the bridge during spring run-off events is ice flow and jamming rather than water levels. Apart from the bridge, closure of PR 204 for brief periods during spring run-off is also a concern.
What does rehabilitation entail?	Rehabilitation will restore the bridge's structural capacity and improve safety and usability. This includes sidewalk and lighting upgrades using lighter, modern materials.

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What We Heard from Phase 2 Engagement

What We Heard	Response from the Project Team
Why does building a new bridge take so long?	Building a new bridge requires time to engage with the public, stakeholders and rightsholders, undertake alignment studies and obtain regulatory approvals (e.g.: Historic Resources Branch, Department of Fisheries and Oceans, Transport Canada etc.). While MTI works to avoid acquiring land, if the bridge is proposed to be on a new alignment, time for land acquisition may be required.
Will the rehabilitated bridge improve traffic flow?	Traffic congestions are mostly caused by the roads leading to the bridge, not the bridge itself. The broader transportation network also contributes to traffic congestion.
How will heavy truck usage be monitored?	The Project Team recognizes the concern about heavy truck usage. If rehabilitation proceeds, new signage, Motor Carrier Enforcement, fines, and cameras are some possible ways to discourage oversized or overweight vehicles from using the bridge.

Bridge Rehabilitation Considerations

- Rehabilitate the bridge deck, riding surface, and substructures to extend the service life by a minimum of 20 years
- Widen roadway if feasible
- Rehabilitate the bridge to improve its condition and extend its useful life
- Improve pedestrian experience (options to widen the existing sidewalk)
- Improve lighting
- Minimize impacts to the environment
- Maintain safety

Bridge Rehabilitation Options

The following options for Bridge Rehabilitation will be explored in more detail:

- **Option 1**: Rehabilitate existing structure (base option)
- **Option 2:** Rehabilitate existing structure with increased sidewalk width
- **Option 3:** Rehabilitate existing structure with roadway widening, middle span replacement and tower removal

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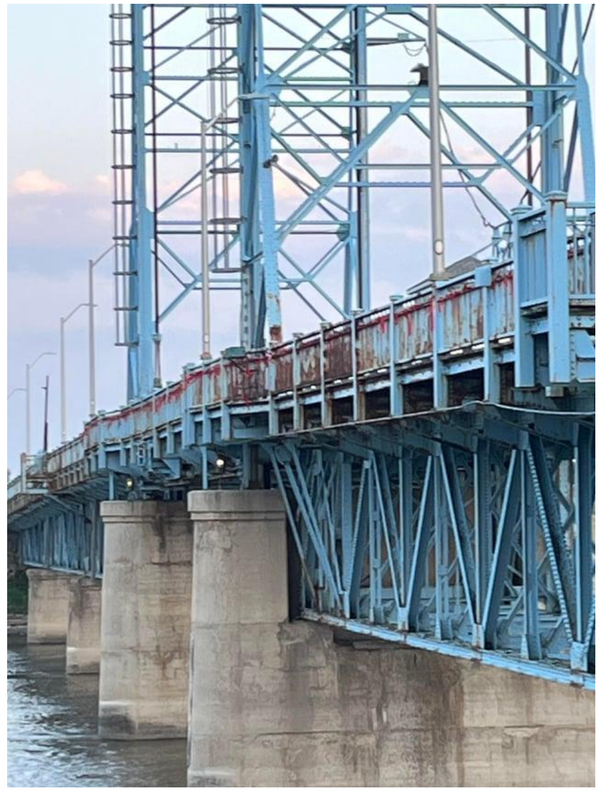
Option 1: Rehabilitate existing structure (base option)

Target: Extend Service Life by a minimum of 20 Years
This option focuses on repairing and rehabilitating the existing bridge structure

What's Proposed:
- No changes to the bridge's shape or size
- No planned changes to sidewalks, road width, or foundations
- Repairs to deteriorated steel parts and concrete piers.
- New asphalt riding surface
- Repairs to pedestrian guardrails
- Repainting steel components
- Removal of the lift operator house
- May require short-term full closures during construction
- May remove concrete counterweights



✓ Pros:
- Least cost and shortest construction times
- Keeps the historic look of the bridge
- Least heritage or environmental impacts

✕ Cons:
- No improvements to the narrow roadway or sidewalk

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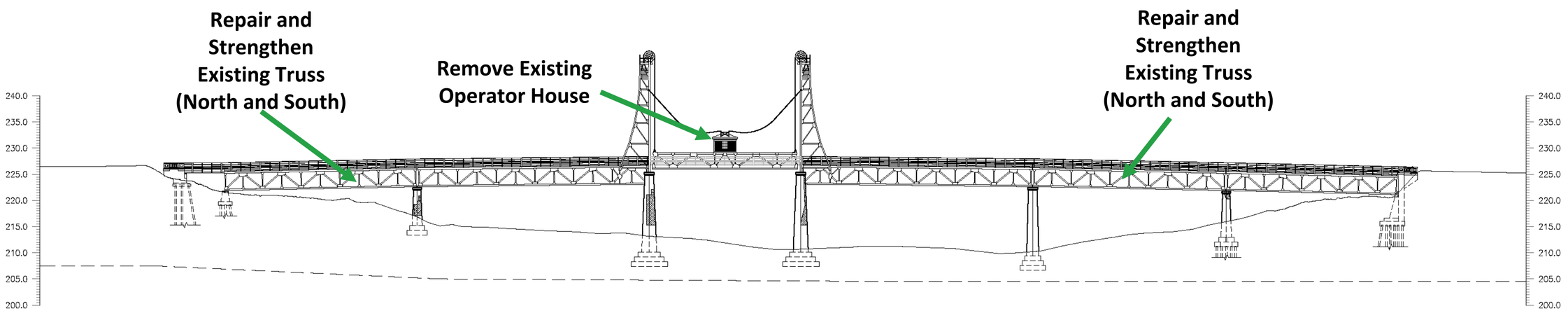
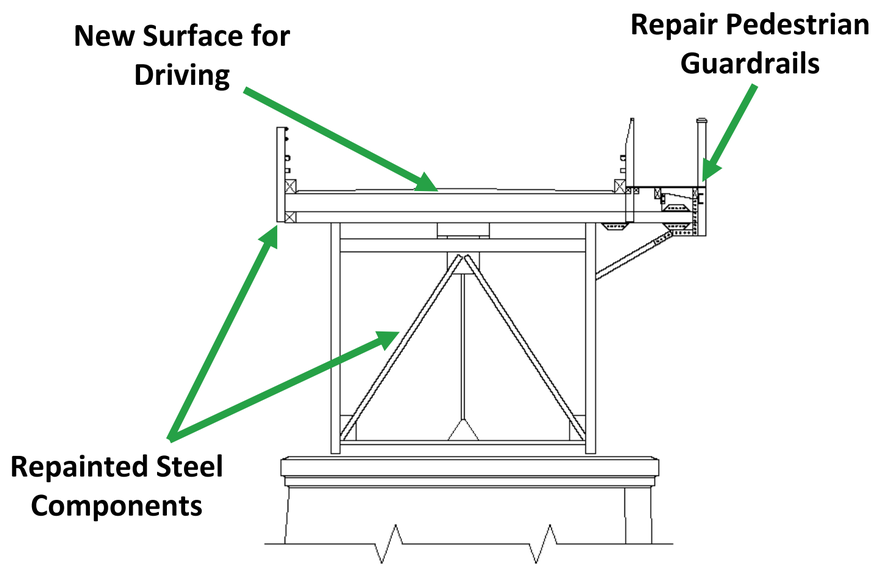
Option 1: Rehabilitate existing structure (base option)

Bridge Elevation Drawing



Typical Bridge Span Cross Section



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Option 2: Rehabilitate existing structure with increased sidewalk width

Target: Extend Service Life and Widen Sidewalk
Builds on Option 1 with improvements for pedestrians and cyclists

What's Proposed:

- Similar repairs as Option 1
- Replace the current sidewalk with a wider sidewalk at the same location
- New Pedestrian guardrails
- Minor changes to approach pathways such as the ramps that connect to the bridge (but not roadways)
- May require short-term closures

✓ Pros:

- Extend service life by a minimum of 20 years
- Improves pedestrian and cyclist safety

✕ Cons:

- Will require extra strengthening to support the wider path
- Longer construction schedule

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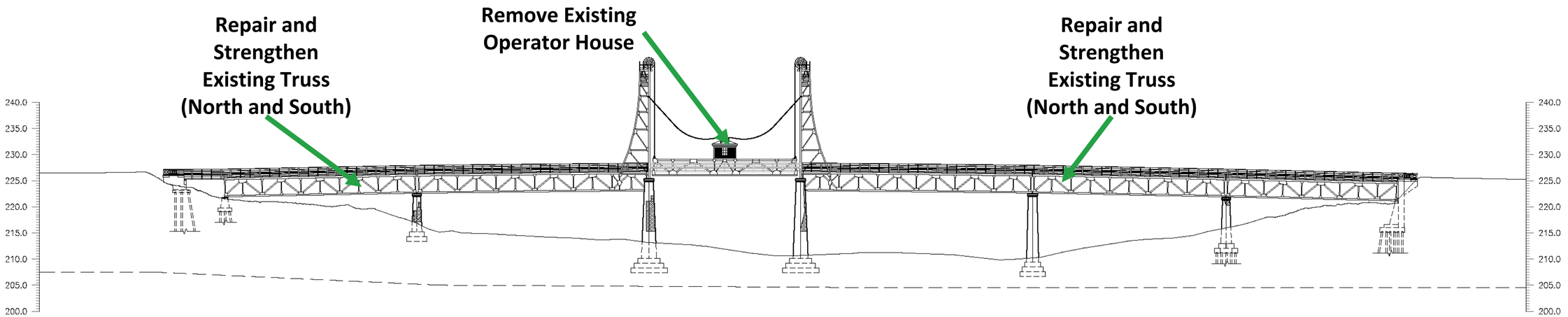
Option 2: Rehabilitate existing structure with increased sidewalk width

Bridge Elevation Drawing



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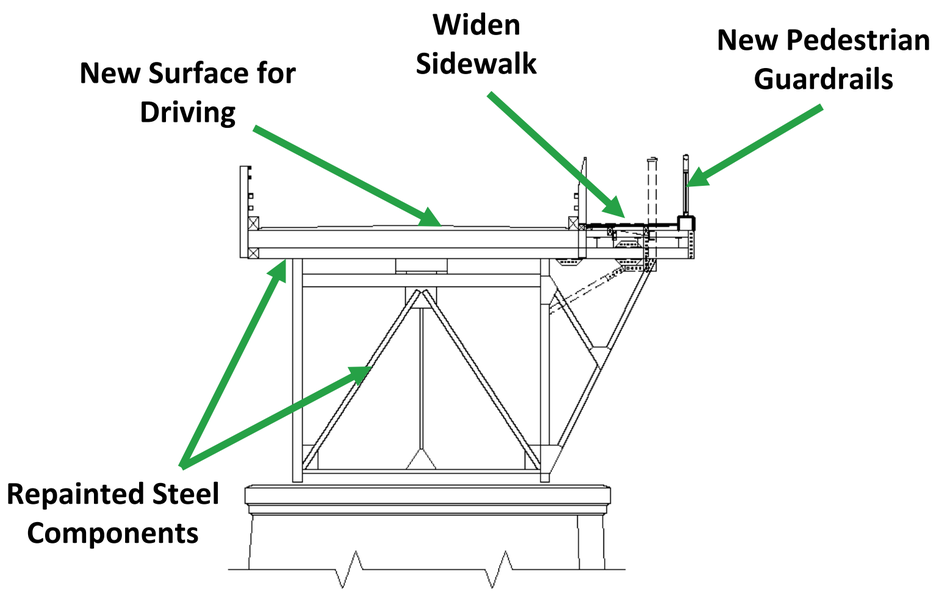

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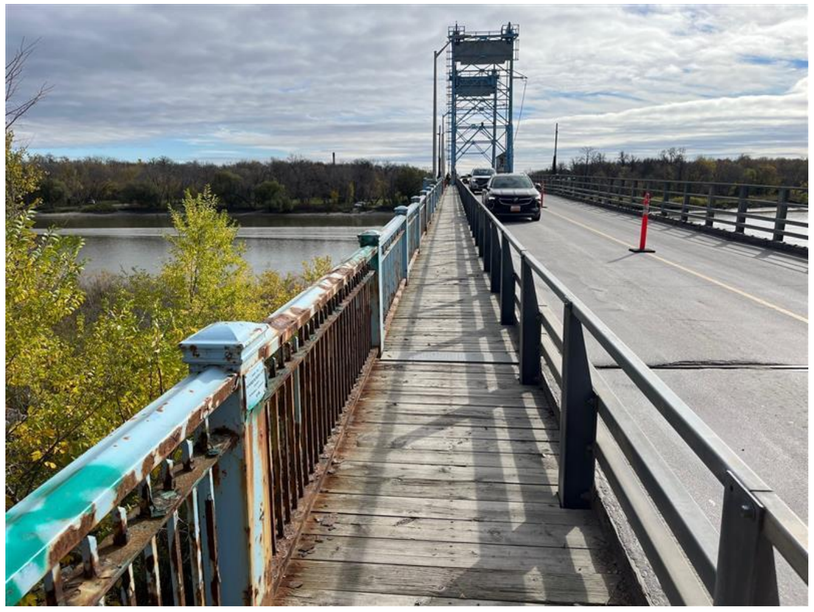
Option 3: Rehabilitate existing structure with roadway widening, middle span replacement and tower removal

Target: Wider roadway and sidewalk
This option aims to improve traffic safety and pedestrian access with a wider structure

What's Proposed:
- Same repairs as Option 1
- Replace the middle span with steel girders to allow a slightly wider roadway
- Remove the existing towers (decorative replacements to be considered)
- New pedestrian guardrails
- New deck and riding surface
- Widen sidewalk
- Replace bridge rail



✓ Pros:
- Wider roadway and sidewalk
- New bridge and pedestrian guardrail

✕ Cons:
- Most expensive option
- Requires full closure while the deck and middle span are replaced.
- Longer construction schedule
- May need boat navigation clearance approvals due to reduced clearance
- Change in historic bridge appearance (tower removal)

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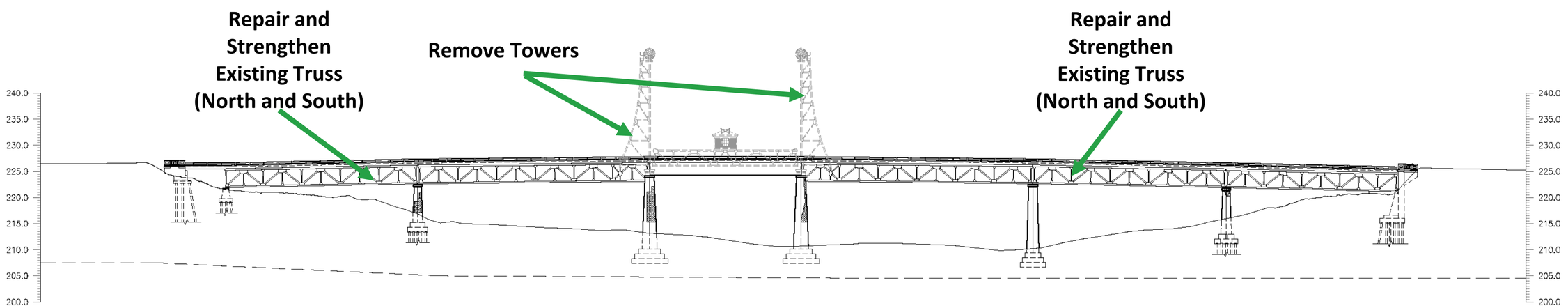
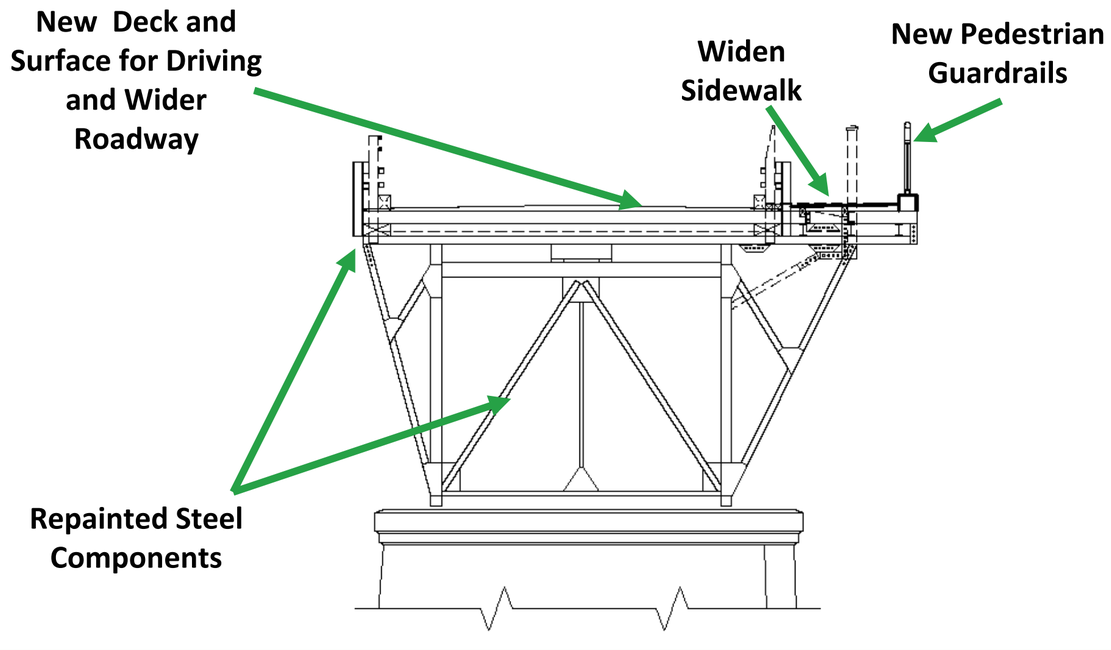
Option 3: Rehabilitate existing structure with roadway widening, middle span replacement and tower removal

Bridge Elevation Drawing



Typical Bridge Span Cross Section



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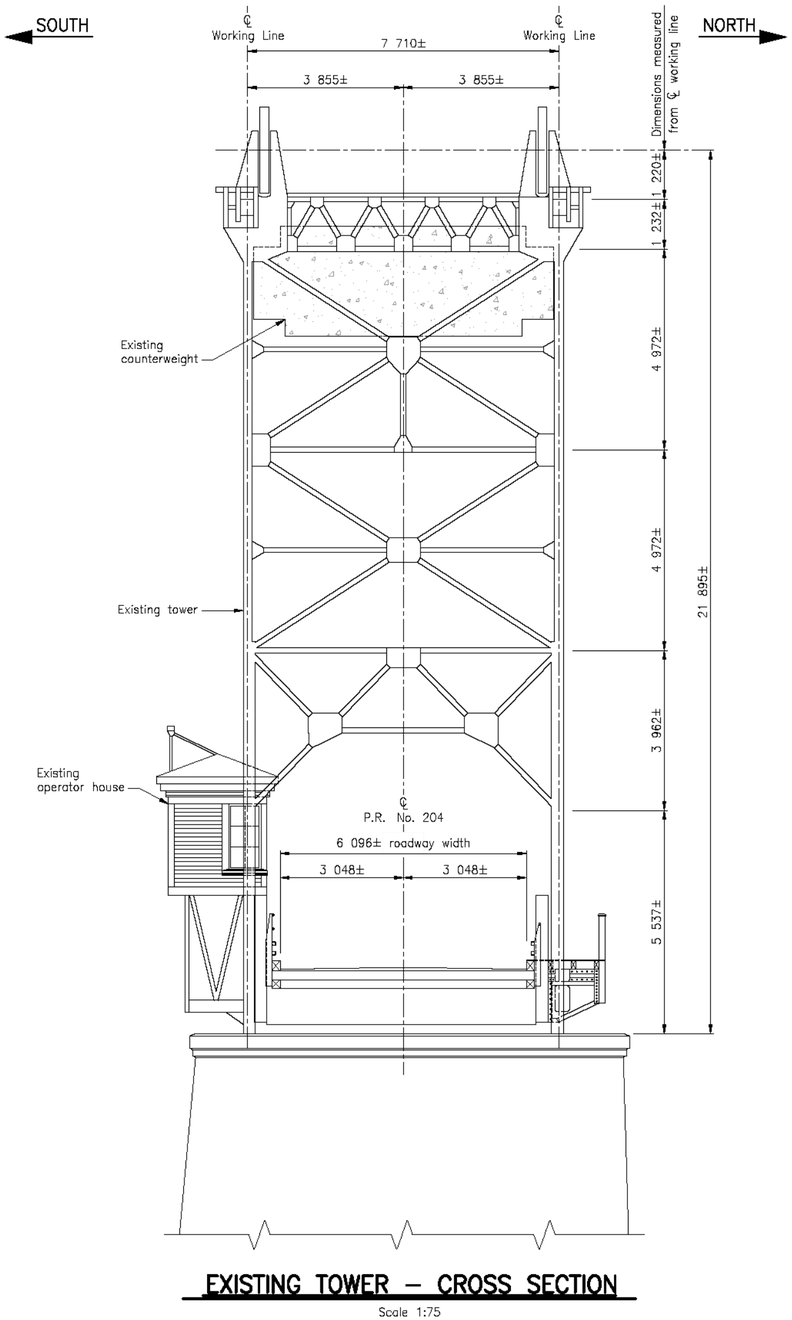
Bridge Tower Cross Section



EXISTING TOWER – CROSS SECTION

Scale 1:75

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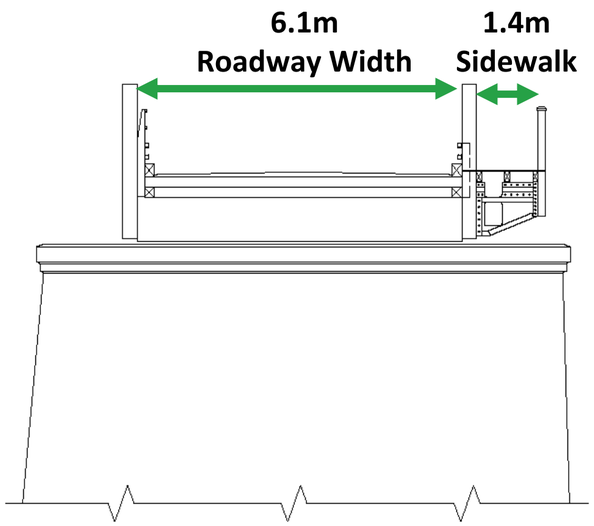
Bridge Tower Cross Section

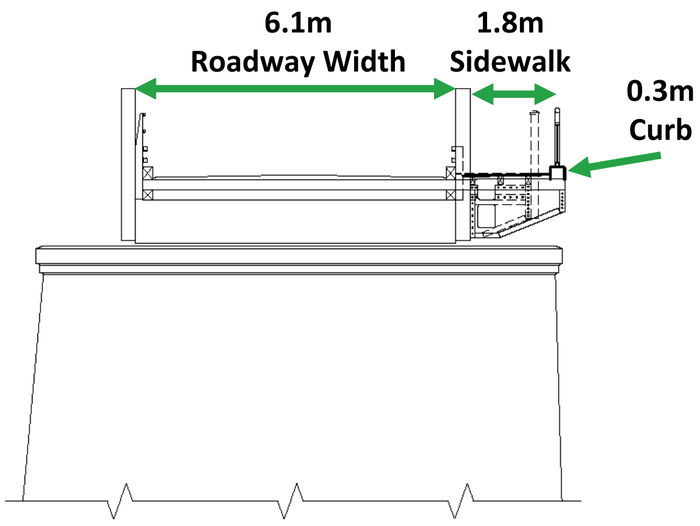
Option 1

Rehabilitate existing structure
no changes to sidewalk width



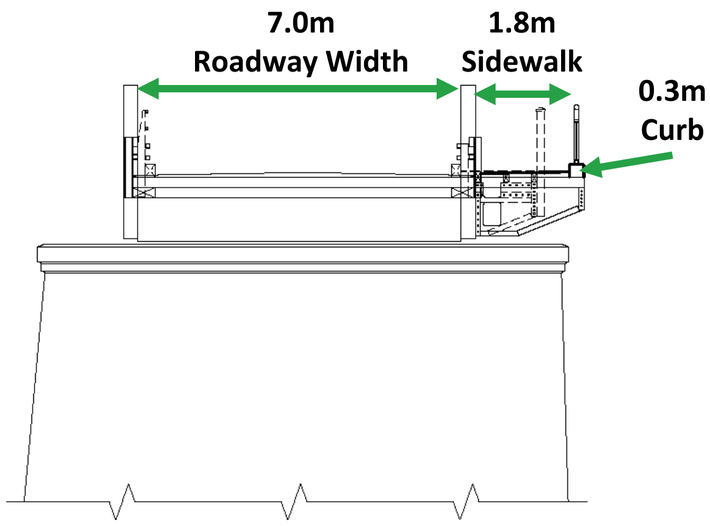
Option 2

Rehabilitate existing structure
with increased sidewalk width



Option 3

Rehabilitate existing structure
with roadway widening, middle span replacement
and tower removal



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Proposed Project Timeline + Next Steps

We Are Here

Preliminary Design				Detailed Design	Construction
Identify Constraints	Presented Feasibility Findings Design Alternatives	Present Rehabilitation Alternatives	Present Preferred Alterative	Share Structure Details from the Detailed Design Progress	Anticipated Construction Period
FALL 2024	SUMMER 2025	WINTER 2025/2026	SPRING 2026	2027	2027 - 2029

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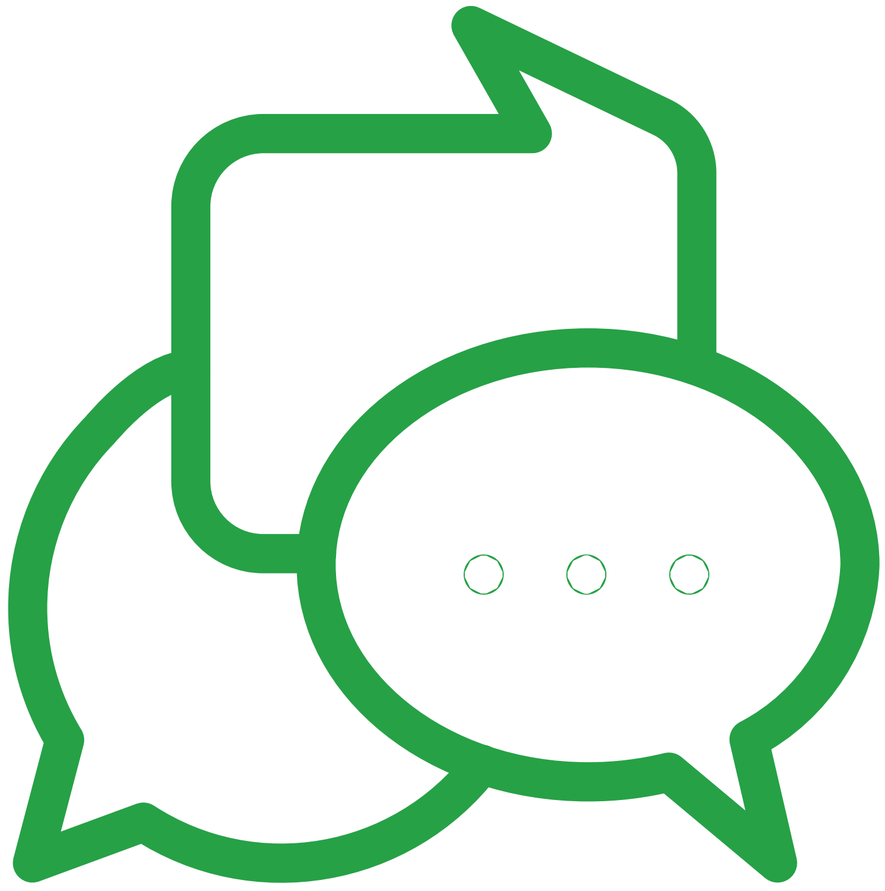
Questions / Comments?



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Thank You

For additional information, please contact:

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https://www.gov.mb.ca/mti/projects.html

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