

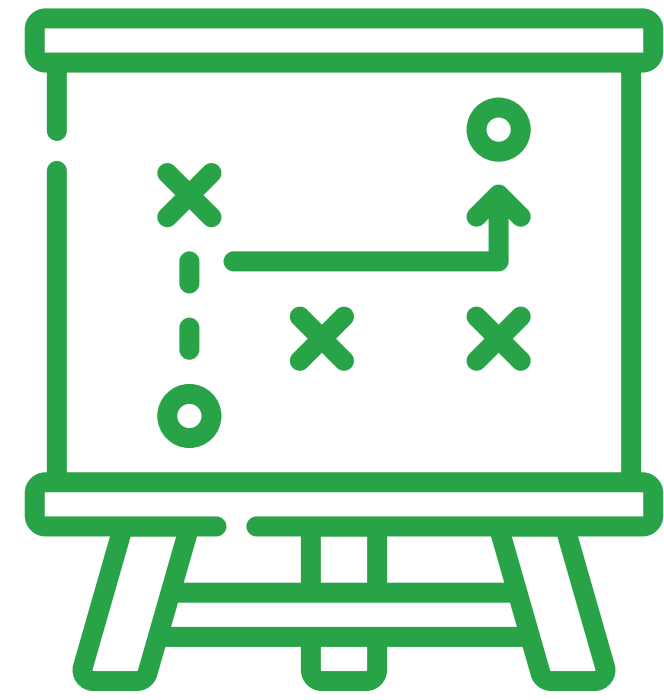
THE  
Preliminary Design for the  
Bridge over the Red River  
on PR 305

Public  
Engagement

Spring 2021



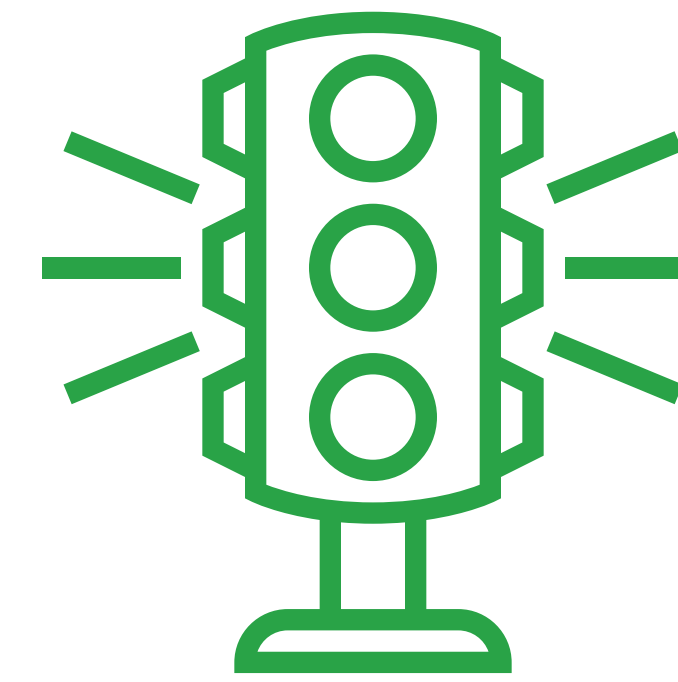
## The purpose of the public engagement is to:



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



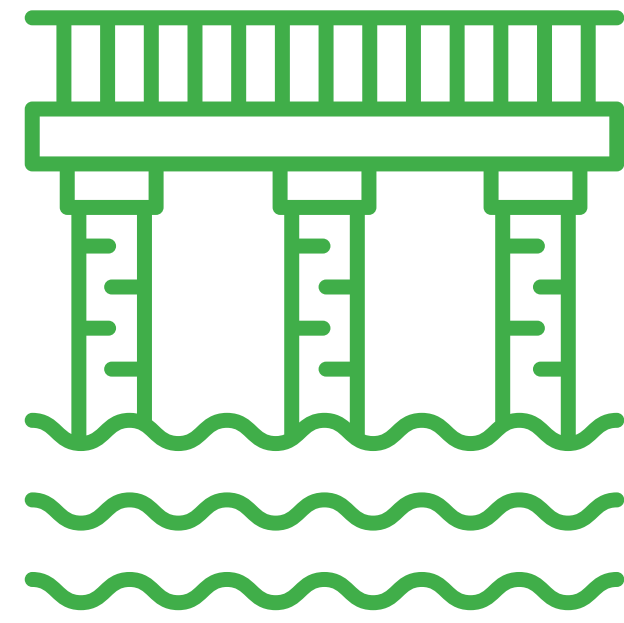
Present the **alternatives**.



Present the **plan to accommodate traffic** during construction.



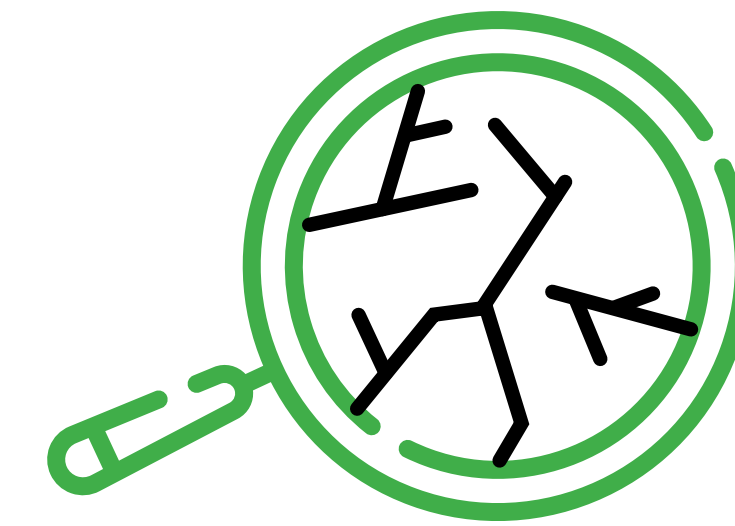
Offer you an opportunity to **share your feedback** and ask questions.



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 Infrastructure has engaged WSP (an engineering services provider) to **complete the preliminary design of the bridge** including public and stakeholder engagement.



- » Ste. Agathe is located at the intersection of PR 305 and PTH 75.
- » The Louis Riel Bridge is one of several bridges that cross the Red River in southern Manitoba.
- » The closest crossing is approximately 16 km to the north in St. Adolphe.
- » The next closest crossing is approximately 17 km to the south in Aubigny.



# PROJECT AREA

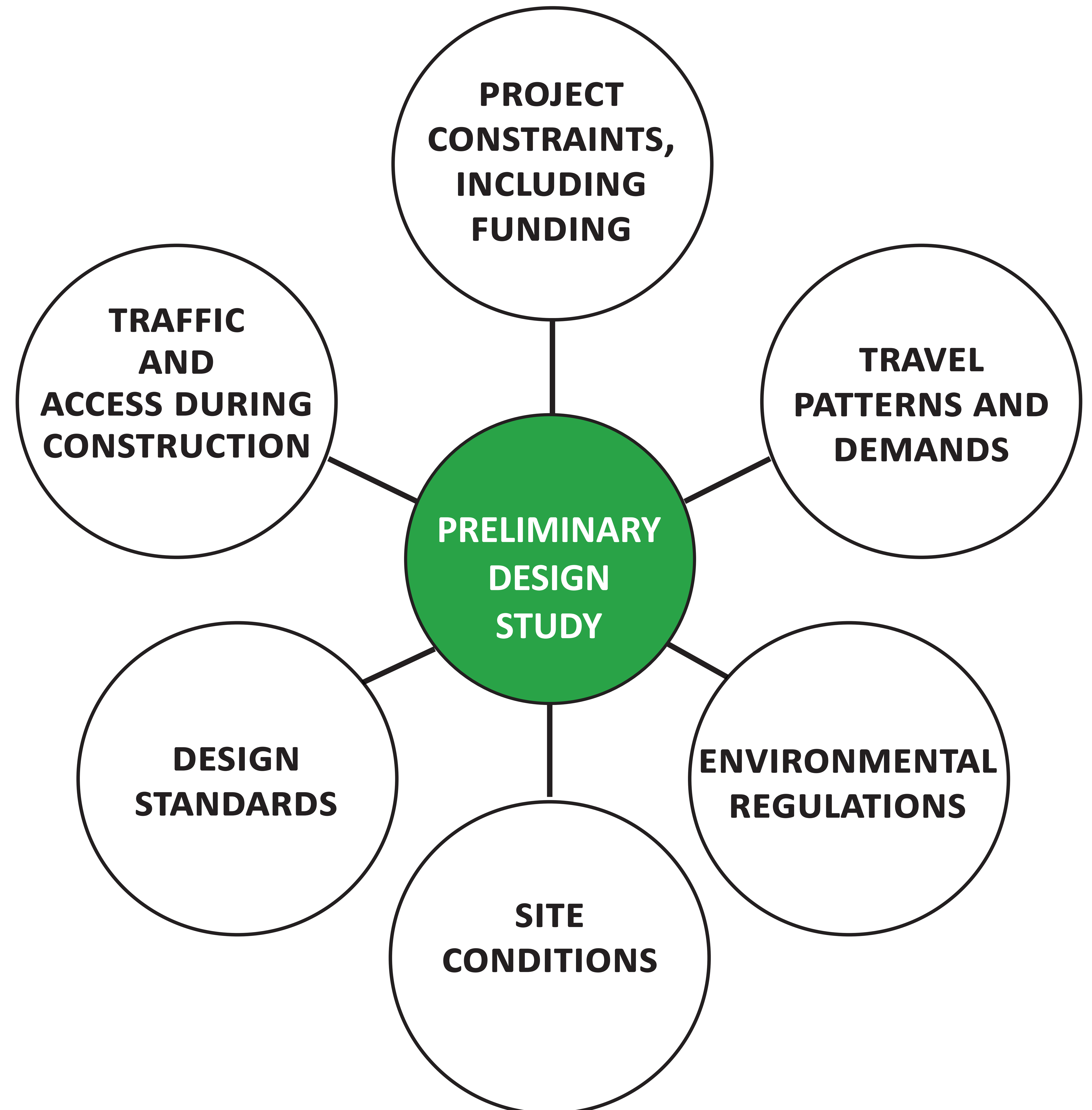


## The goals of this project are to:

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;
- » 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.

**Public engagement techniques employed throughout the project are listed on the right:**



Group stakeholder meetings



Telephone conversations with stakeholders



Two public engagements



Project webpage updates



Newsletters



Online questionnaires

The 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

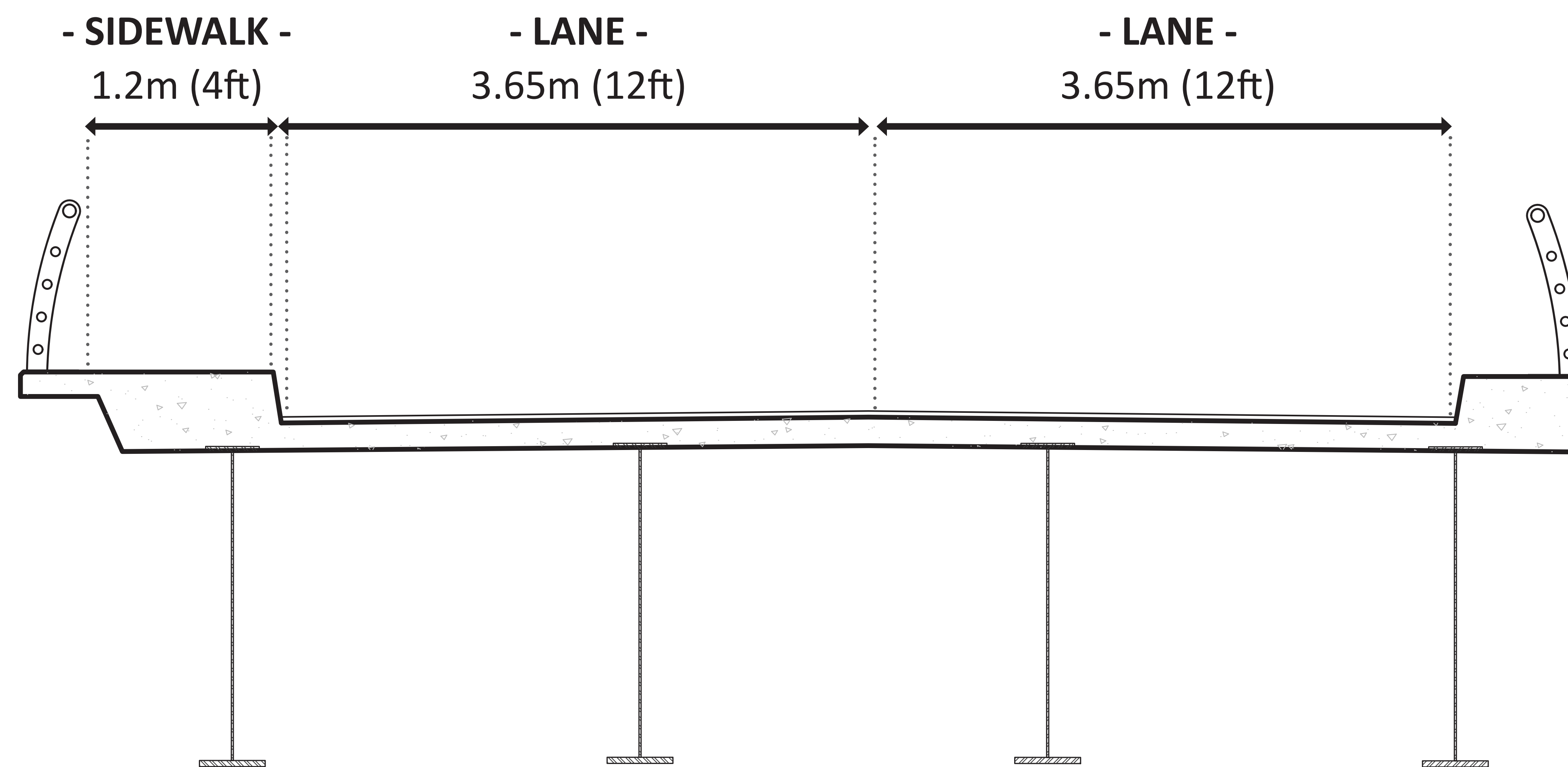
4

**Phase 4:**

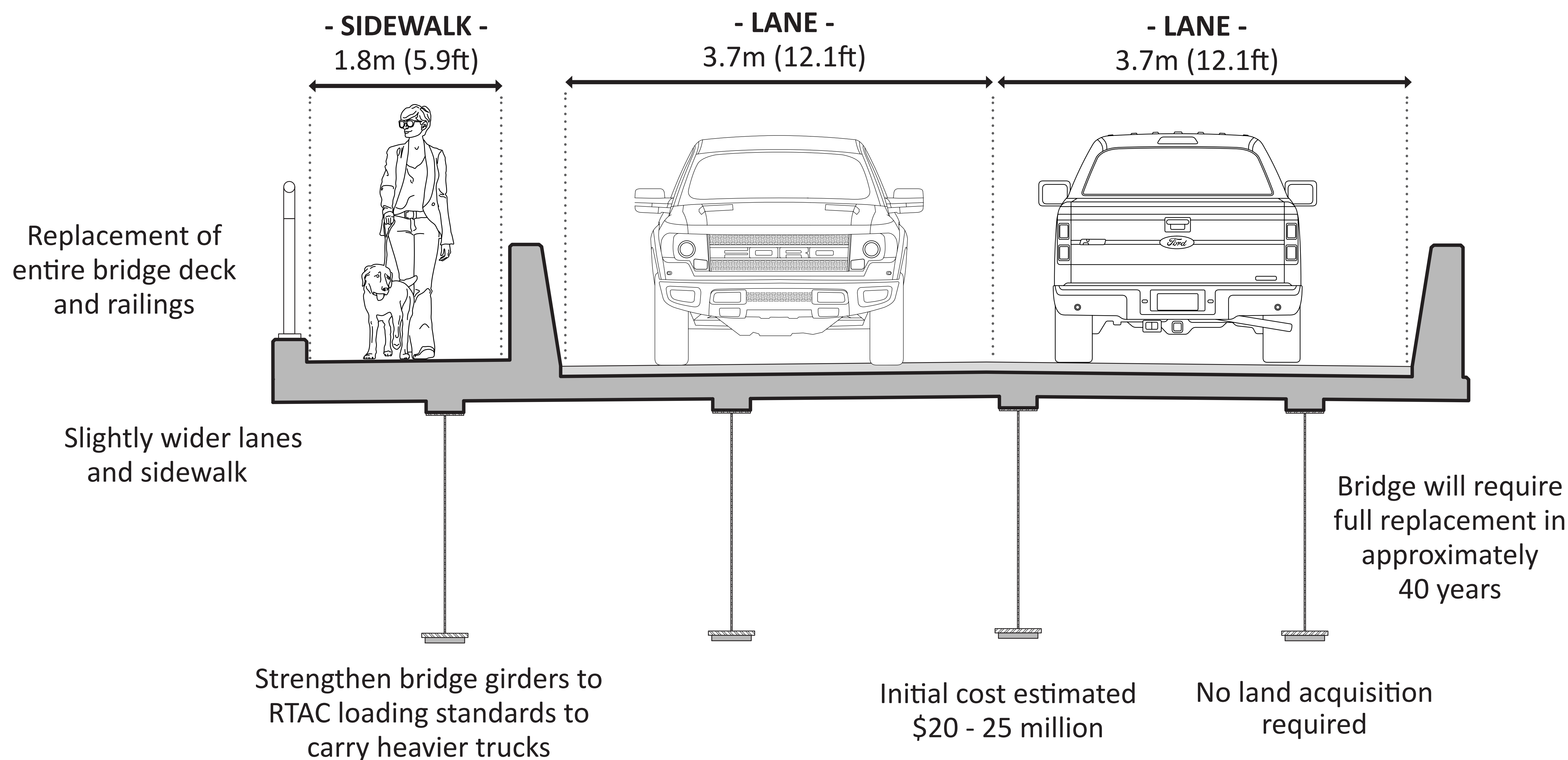
Ongoing Communications through Design and Construction



## EXISTING BRIDGE SECTION



## PROPOSED ALTERNATIVE #1 SECTION



### Advantages

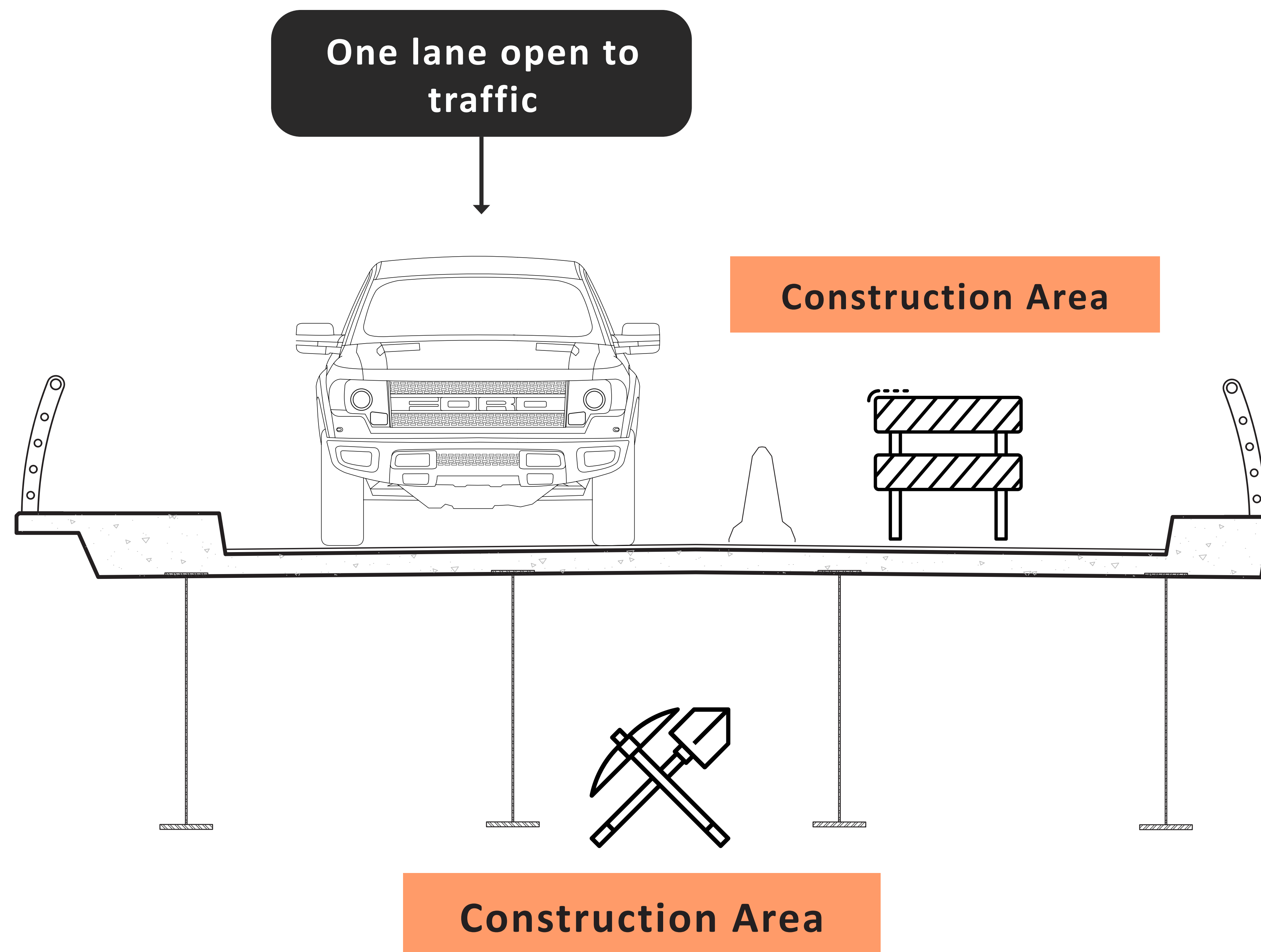
- Sidewalk separated from traffic
- Higher load carrying capacity of bridge (RTAC loading standards)
- Approximate one and a half year construction duration
- No land acquisition required



### Disadvantages

- Marginal increase of traffic lanes and sidewalk width
- Single lane closures and two eight-week bridge closures

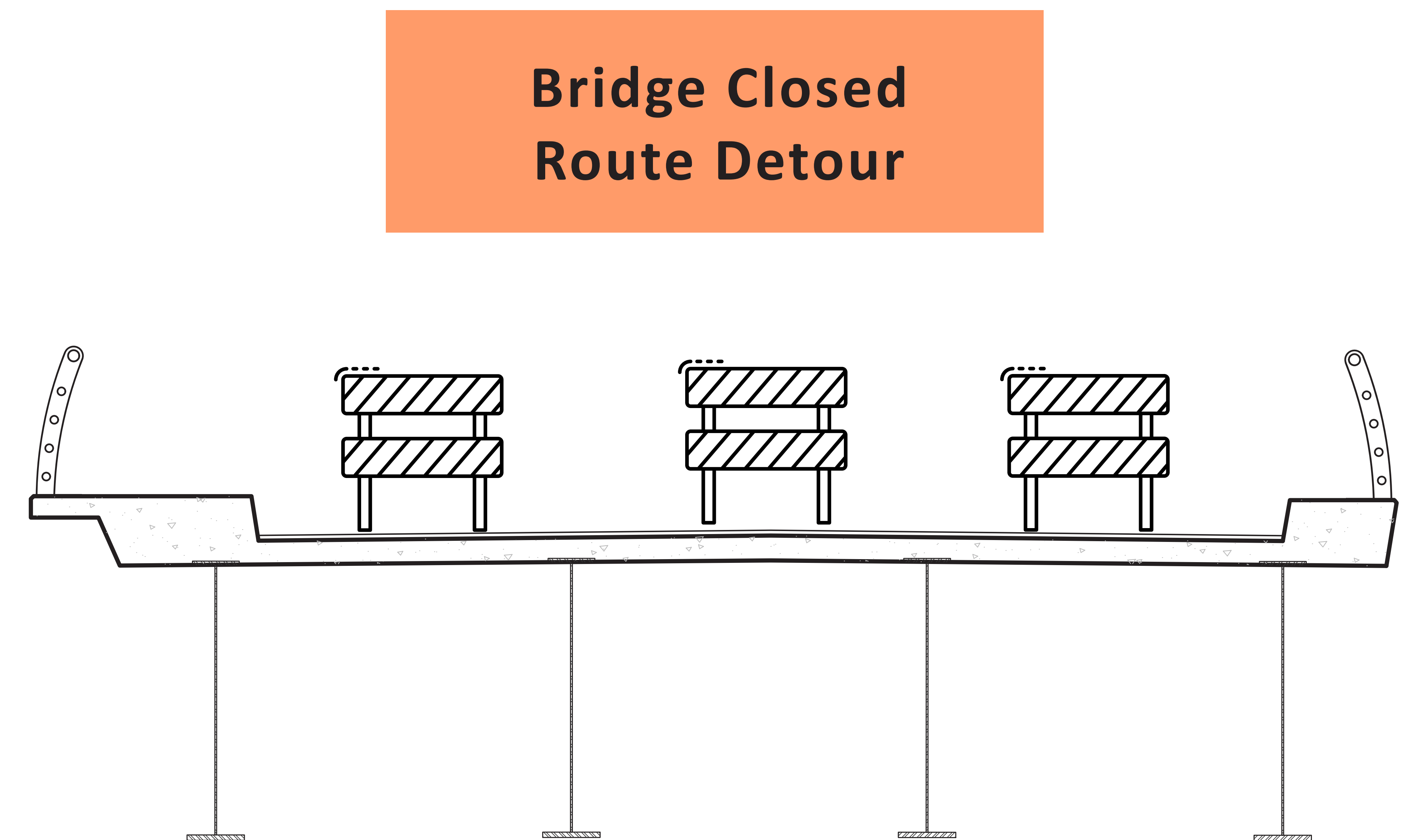
## PROPOSED TRAFFIC IMPACT



### STAGE 1:

**January 2023 to March 2023**

- » One lane open to traffic while girder repairs and strengthening occurs under bridge
- » Bridge fully open from April to mid-June 2023



### STAGE 2:

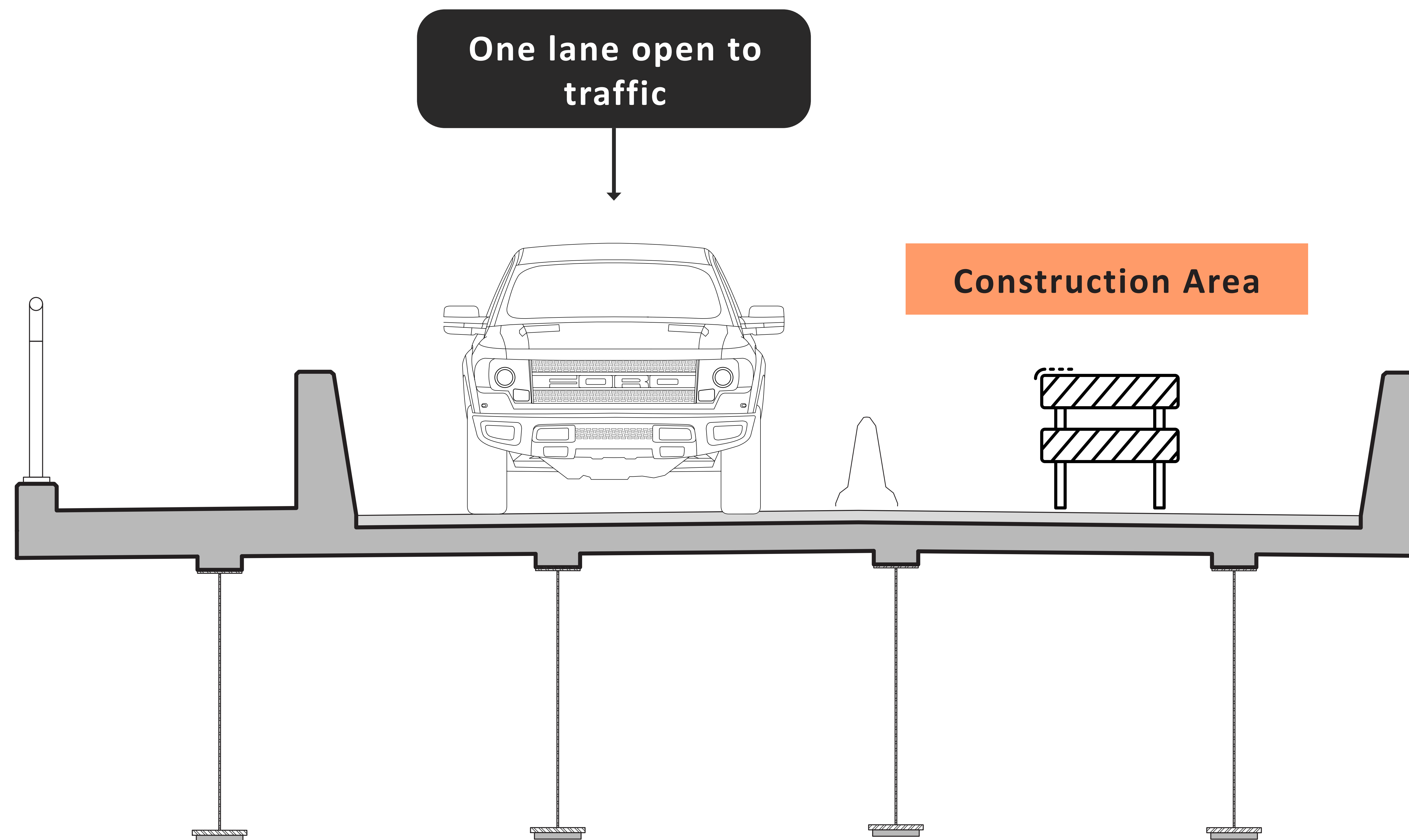
**Mid-June 2023 to Mid-August 2023  
(8 weeks)**

### STAGE 3:

**Mid-September 2023 to  
Mid-November 2023 (8 weeks)**

- » Bridge fully closed for deck re-construction
- » Temporary full re-opening of bridge between Stage 2 and Stage 3

## PROPOSED TRAFFIC IMPACT



### STAGE 4:

### Summer 2024

Periodic single lane closures for paving and remaining work

# ALTERNATIVE #1

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



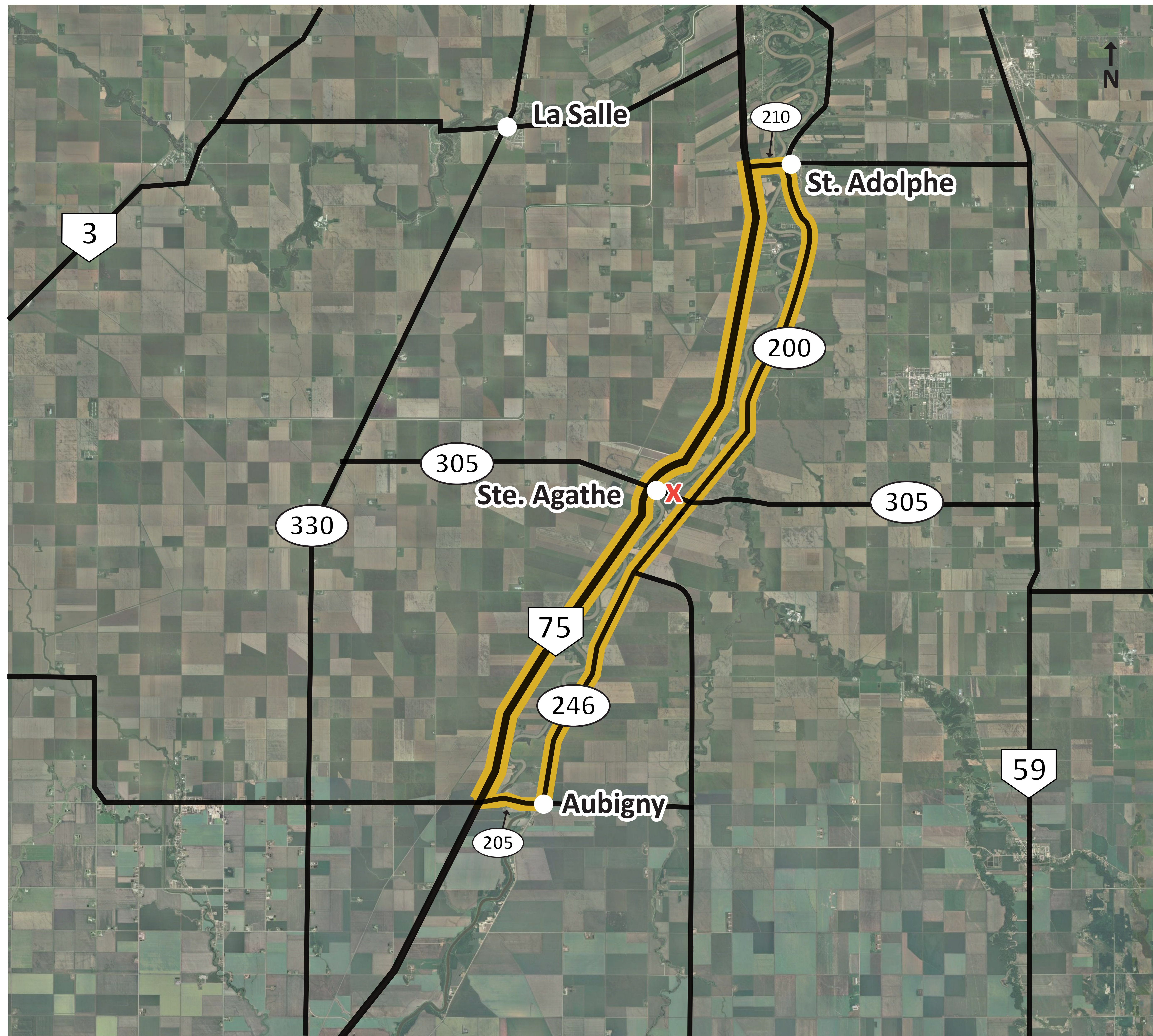
### Description and Considerations



- Applies to **non-oversized** vehicles during Stage 1 and Stage 4 of construction.
- Single lane with two-way traffic controlled by signal lights at both ends.
- **Oversized vehicles** must detour to Aubigny or St. Adolphe (Traffic Strategy for Oversized Vehicles).
- 1 - 1.5 minute interval delays at signal lights.



Above: Example of single lane with signal light control

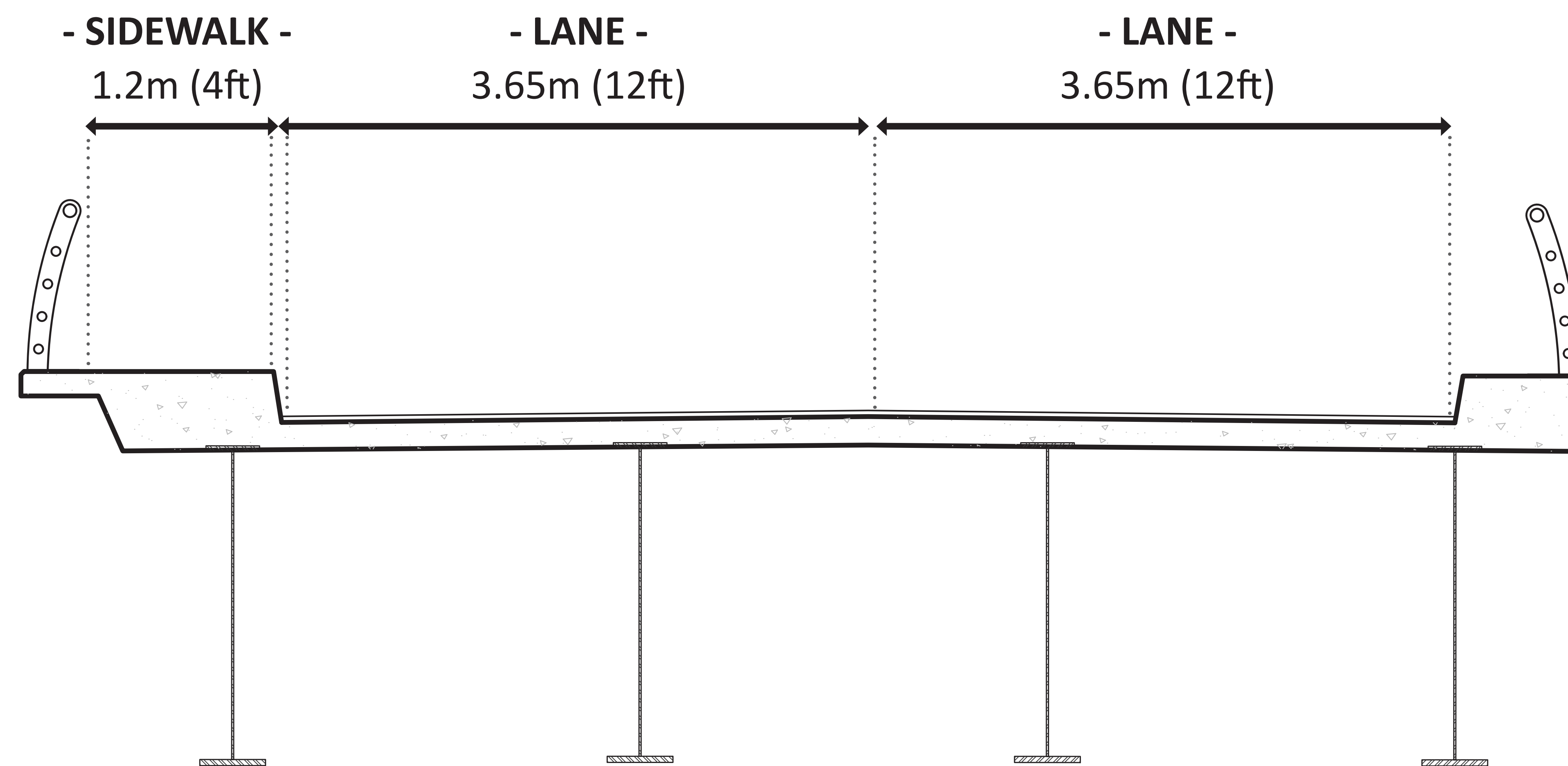


### Description and Considerations

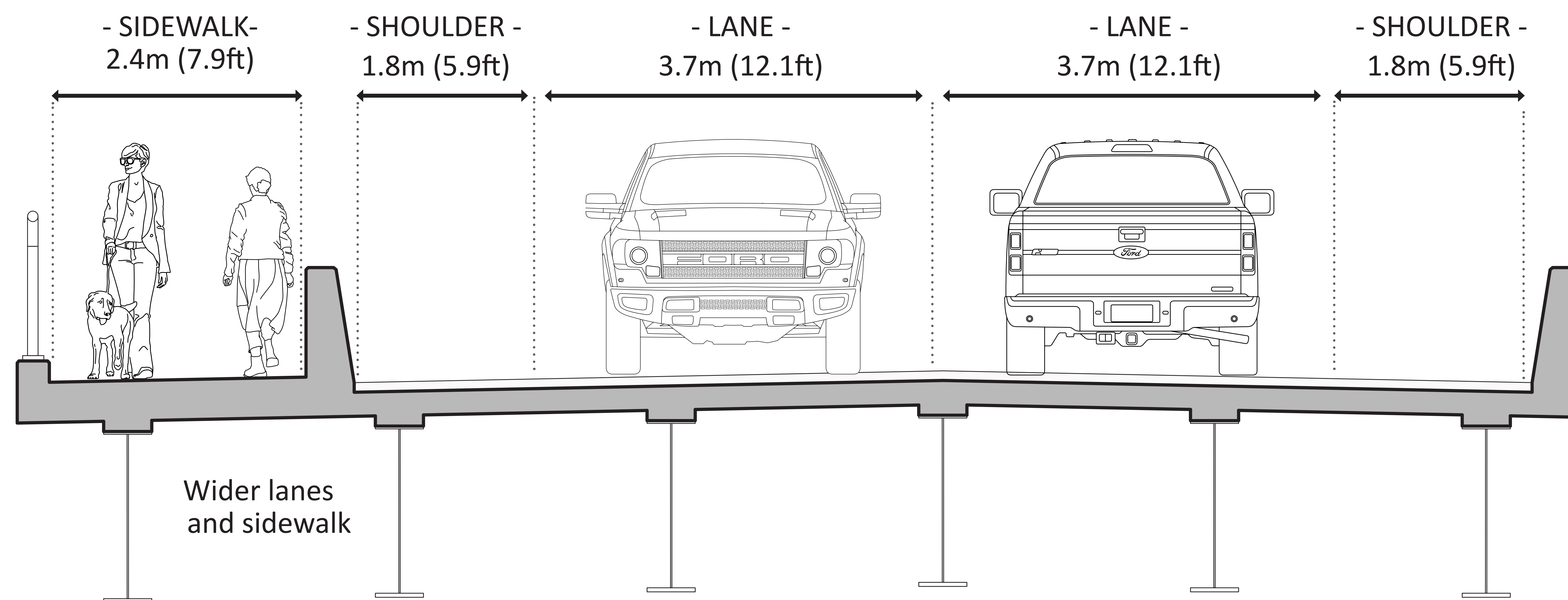


- Applies to **all vehicles**, including oversized vehicles, from mid-June to mid-August 2023 and mid-September to mid-November 2023 (two eight-week periods).
- Travelers to use river crossing in St. Adolphe (PR 210) or Aubigny (PR 205).
- The detour route is approximately 30 km round trip.
- Increased traffic on PR 200, PR 246 and through surrounding communities.

## EXISTING BRIDGE SECTION



## PROPOSED ALTERNATIVE #2 SECTION



Sidewalk separated from traffic

Wider lanes and sidewalk

Replacement of entire bridge deck, girders and railings

Bridge girders built to RTAC loading standards to carry heavier trucks

Bridge will require full replacement in approximately 60 years

Initial cost estimated \$25 - 30 million

No land acquisition required



### Advantages

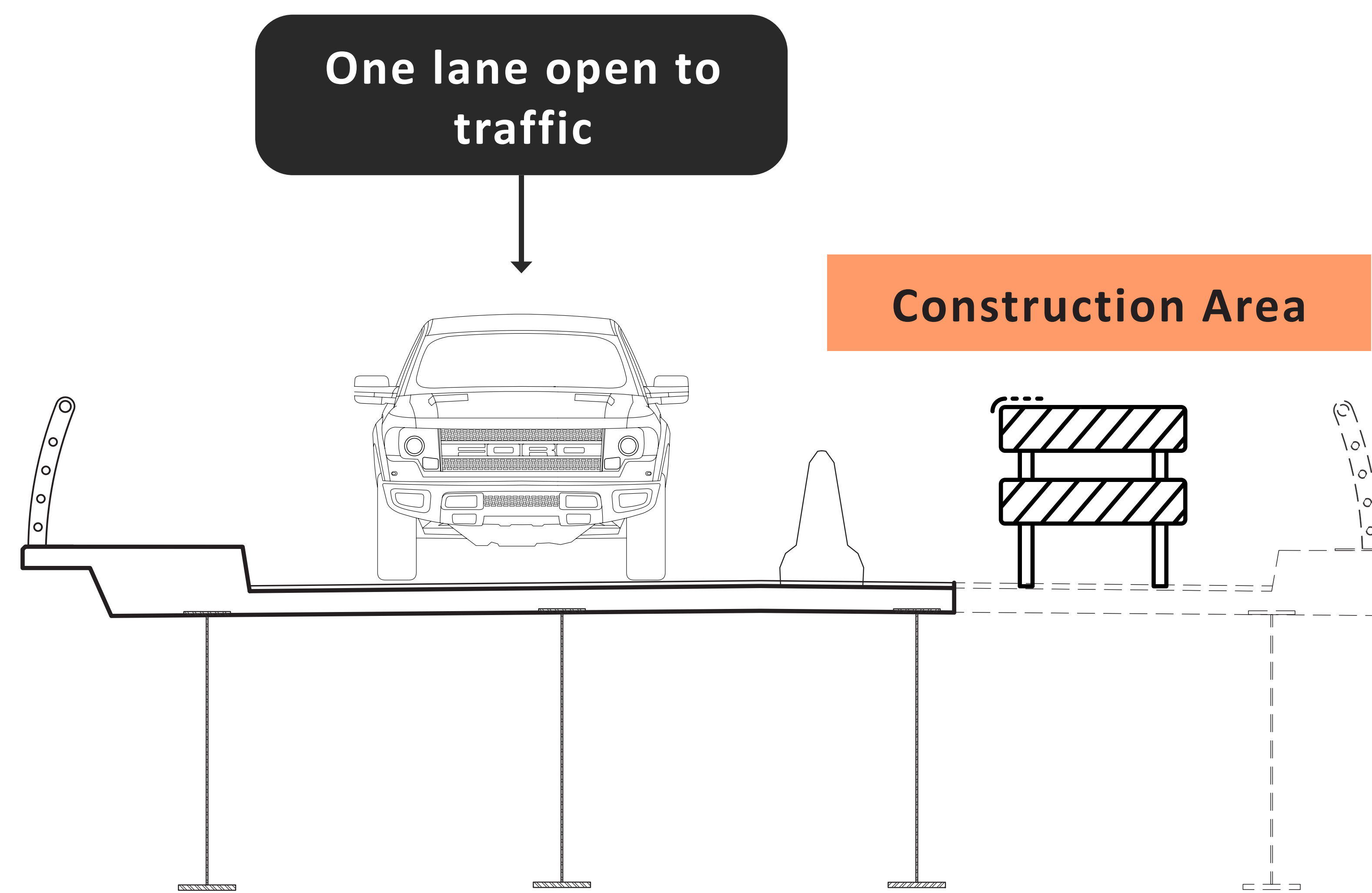
- Wider total roadway width
- New separated sidewalk
- Higher load carrying capacity of bridge (RTAC loading standards)
- Minimum one lane provided at all times
- No land acquisition required



### Disadvantages

- Higher initial cost
- Single lane closures
- Approximate 2 year construction duration

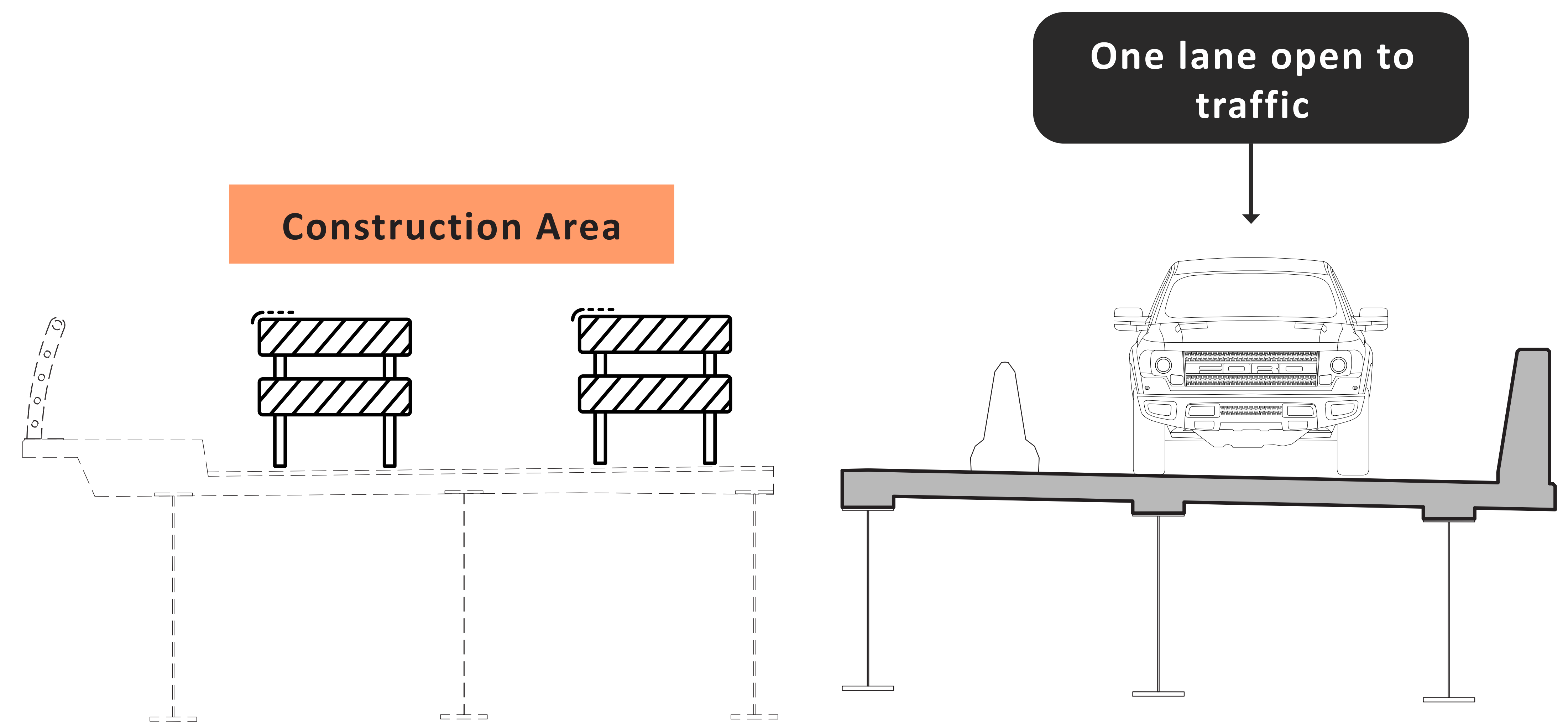
## PROPOSED TRAFFIC IMPACT



### Stage 1:

**December 2022 to November 2023**

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



### Stage 2:

**December 2023 to November 2024**

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

# ALTERNATIVE #2

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



### Description and Considerations



- 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 Strategy for Oversized Vehicles).
- 1 - 1.5 minute interval delays at signal lights.

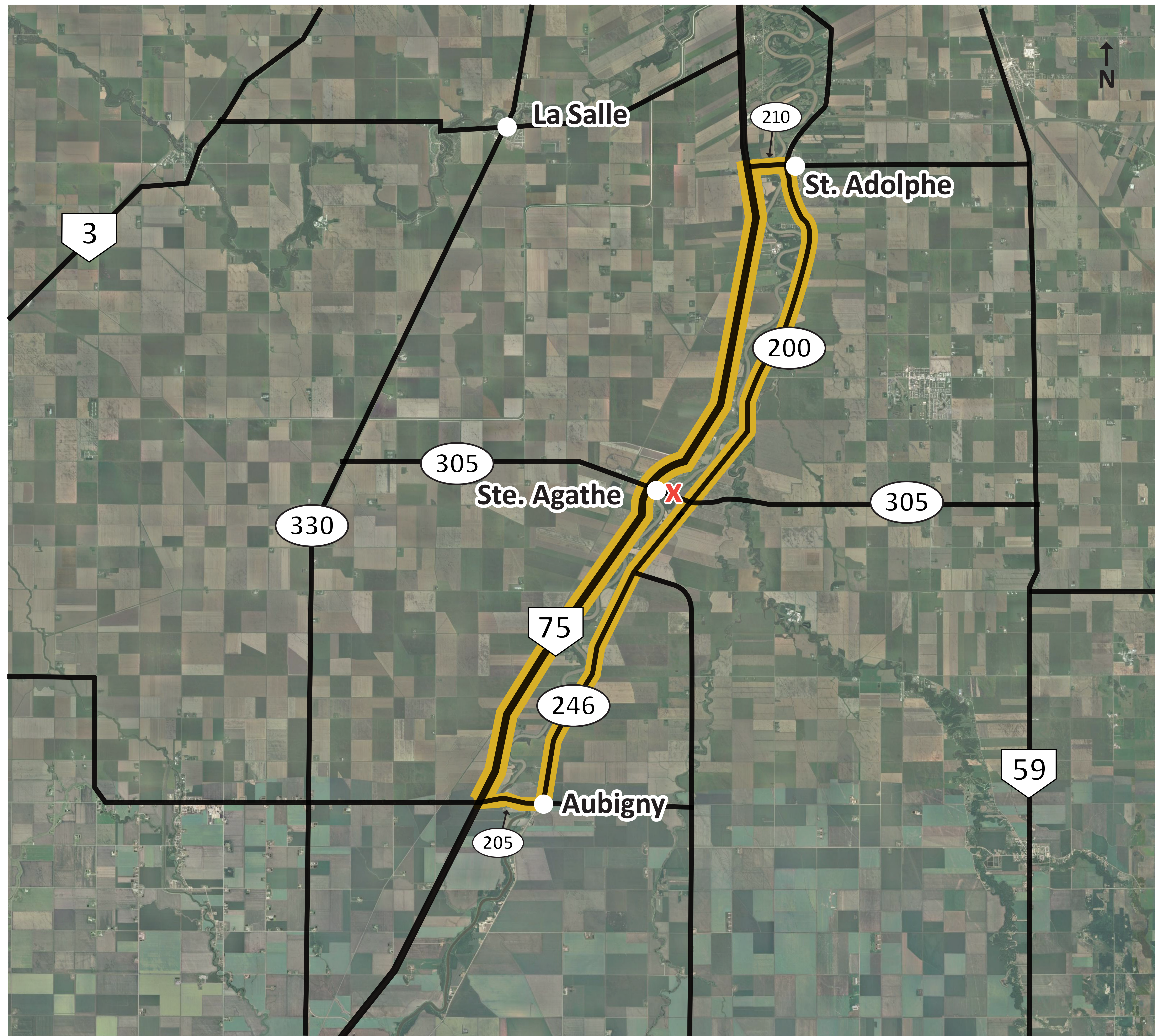


Above: Example of single lane with signal light control



# ALTERNATIVE #2

## TRAFFIC STRATEGY - ROUTE DETOUR (FOR OVERSIZED VEHICLES)

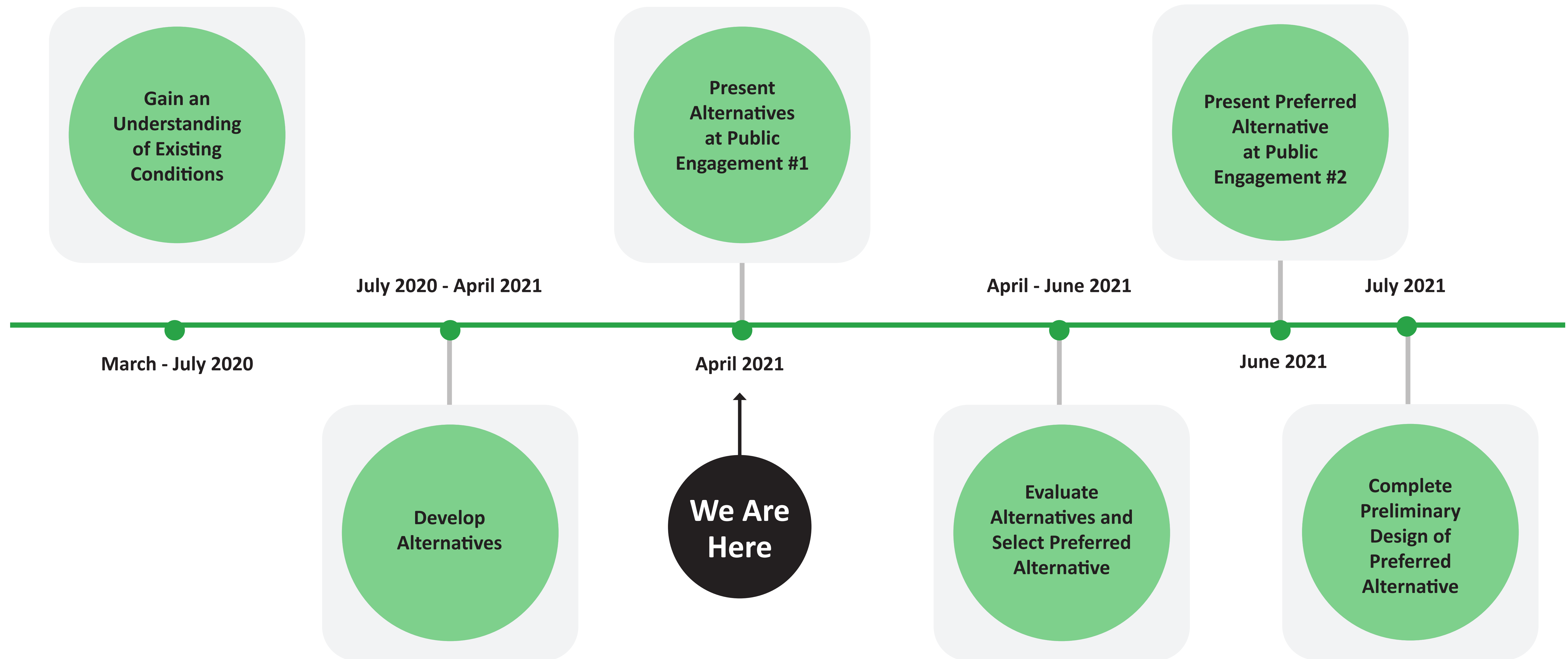


### Description and Considerations

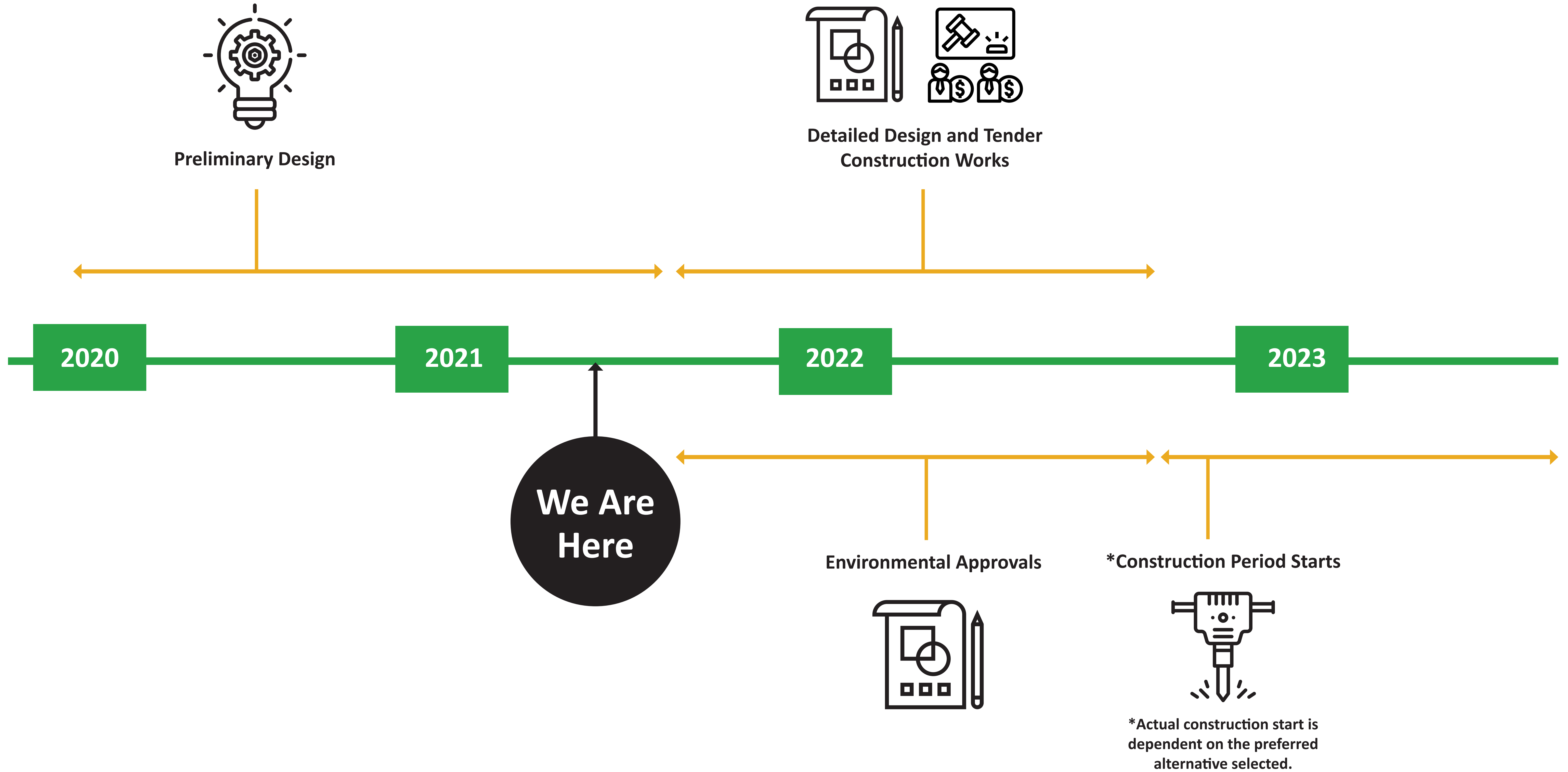


- Applies to **oversized vehicles (including agricultural equipment)** for the duration of construction.
- **Oversized vehicles** to use river crossing in St. Adolphe (PR 210) or Aubigny (PR 205).
- The detour route is approximately 30 km round trip.
- Increased traffic on PR 200, PR 246 and through surrounding communities.

# PRELIMINARY DESIGN TIMELINE



# ANTICIPATED PROJECT TIMELINE



# Thank you.



**Please provide your input by  
completing an online questionnaire at:  
<https://engagemb.ca>**

**For additional information, contact Meagan Boles:**

**Email:** [meagan.boles@wsp.com](mailto:meagan.boles@wsp.com)

**Telephone:** (204) 259-1628