

PR313 Bridge Rehabilitation Project Public Consultation Report

December 2014

 **Landmark**
Planning & Design Inc.

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1.0 Introduction

In May 2014 Manitoba Infrastructure and Transportation (MIT) retained Landmark Planning & Design Inc. to undertake a public consultation process to communicate information related to the PR313 Bridge Rehabilitation project and to gain stakeholder feedback concerning the project. Stakeholder feedback was reviewed in order to ascertain whether any project adjustments could be undertaken to mitigate any concerns raised.

The public consultation program was carried out in two 'rounds' and consists of the following components:

- Preliminary stakeholder meetings to review project parameters and understand stakeholder concerns or ideas (Round 1)
- A public information session to review project information and provide feedback on options (Round 1)
- A follow-up stakeholders meeting to review the preferred rehabilitation option and provide feedback (Round 2)
- A second public information session to review the preferred option and provide feedback (Round 2)

This report describes each of the consultation program components in terms of format, purpose, event notification, attendance and participant feedback/input¹, and summary remarks.

2.0 Stakeholder Meetings (Preliminary)

2.1 Format and Purpose

Key stakeholder meetings were carried out in order to discuss key project parameters with identified stakeholders and to gain stakeholder feedback. Meetings were held with the following stakeholders:

- Town of Lac du Bonnet - Council Members and Chief Administrative Officer
- Rural Municipality of Lac du Bonnet - Council
- Rural Municipality of Alexander - Council
- Lac du Bonnet Chamber of Commerce
- Local Government District of Pinawa – Chief Administrative Officer
- Manitoba Hydro
- Winnipeg Regional Health Authority - Interlake Eastern (WRHA)

¹ Results presented in this report should not be considered scientifically derived or statistically relevant. Input received is from a non-random participant group. The input received is considered useful for public process and project decision-making purposes.

- Royal Canadian Mounted Police (RCMP)
- Bird River Volunteer Fire Department
- Lac du Bonnet Health Centre
- Sunrise School Division (SSD)
- Tantalum Mining Corporation of Canada Ltd.
- Cottage Country Interiors
- Local Farmers

A number of other stakeholder groups were offered a meeting but did not respond.

2.2 Process Efficacy to Date

Generally attendees who provided feedback on the information session were very pleased with the proactive approach of communication and the level of public consultation that was undertaken. Respondents generally noted that they found the material to be informative, clear, concise and easy to understand. Respondents commented that staff were knowledgeable and prepared to answer questions, and that the information was presented effectively with boards and diagrams. A few respondents had suggestions for improving the process including having a public presentation and having written material to take home.

Comments about the Round 1 process included:

- The project was well explained at a preliminary level
- Placards were an informative way of presenting the project information
- The consultants addressed all concerns professionally
- The diagram of the bridge cross-section was helpful
- Some information session participants would have liked a speaker presentation
- Some information session participants would have liked more exact final cost estimates
- Some open house participants would have liked more statistics on numbers of bridge users, traffic volumes and economic impact

Specific Comments, questions and suggestions from Round 2 included:

- The boards and diagrams were very informative (x15)²
- I have a better idea of what is happening (x4)
- The staff were extra friendly and informative (x7)
- I found it helpful to see the designs and what is to be done to the bridge (x6)

² Where “(15)” is indicated this means more than one individual provided the same or similar comment, in this case, 15.

- The presentation was well prepared and easy to understand. The questions I had were answered clearly by the people presenting the information (x5)
- Thank you for the presentation (x4)
- The rumor mill is pretty active, meeting helps clarify (x3)
- We are very impressed with the level of public consultation and efforts made to address all concerns. (x3)
- I appreciate the walk through and the time and effort poured into the project. Consultants did a fine job of presenting and offering wisdom and insight.
- I got a chance to express some of my concerns and received some good information from other parties at the meeting.
- It would have be helpful to have a speaker explain the project and why Option 3 was chosen. A lot of people use this bridge; the chart stating bridge use "at least once a day" should have had been further defined to use "2-4 times a day". There was not enough information on a completely new bridge. It looks like the decision has already been made.
- The self-guided tour of the slides was a novel idea.
- Thank you for the coffee.
- Was good to see the feedback chart from the community.
- I felt some stuff was not clear and felt some stuff was left out.
- More information and discussion would have been more helpful.
- Some new details were made available verbally.
- No papers handed out to the people present explaining the four different options.
- The information being sent out to the community and the public information sessions are great for the population; it helps keep them informed. As a member of Council, I would have preferred a heads up prior to the ad in the paper; an email a couple of day prior. Thank you and stay in touch.
- It is good to see a variety of options.
- Nice to get peoples' opinion.

2.3 Participant Feedback/Input (Round 1)

At each of the Round 1 stakeholder meetings, project representatives informed participants of the project purpose and provided a detailed description of project considerations and the project process. Participants shared information concerning their respective interests, particularly with respect to bridge closure periods. The following notes summarize key discussion points from various stakeholders:

- Town and RM Councils - discussions focused primarily on project scope and timing. The preference was that closures should be kept to a minimum in terms of time span. Having closure periods in winter was the preference of the Town of Lac du Bonnet. Considerations for important bridge users like emergency services and the school

division were highlighted. The RM of Alexander expressed concern for potential business hardship in Lac du Bonnet, as a temporary detour during a closure might cause commuters to bypass local businesses. The options that offer a new bridge were favoured because it would better accommodate farm machinery and large vehicles and would represent a long-term solution. Discussion concerned future bridge characteristics and materials and making certain the new construction will last. The possibility of a winter road was discussed.

- The primary concern for members of the Lac du Bonnet Chamber of Commerce was a potential bridge closure during construction, as the detour using PR520 would bypass local businesses. Some advised against improving PR520 too extensively, as it may create a more attractive route for commuters even after bridge construction is completed. The safety of the existing bridge was discussed.
- The Sunrise School Division indicated a preference for a summer closure if required, because during the school year there would be extra time and expense associated with transporting students east of the Winnipeg River and that an alternative route will have to be identified in the case of a bridge closure. About 100 students would be affected.
- RCMP and Fire Department - it was suggested a sign for emergency vehicles be posted, to ensure cars in line would not block the shoulder, limiting access. The Bird River Volunteer Fire and the Pinawa Fire Departments would provide service to areas east of the Winnipeg River in the case of a bridge closure.
- The Lac du Bonnet Health Centre (LdBHC) indicated that emergency vehicles would dispatch from alternate units during a bridge closure, to ensure service to all areas. The importance of daily access to the bridge to service home care clients east of the Winnipeg River was highlighted. LdBHC also highlighted the need for large service vehicles carrying daily medical necessities from Winnipeg to access areas east of the Winnipeg River.
- Tantalum Mining Corporation highlighted their daily use of bridge for large truck services and concern that a potential detour route on PR520 may not be feasible with the road in its current unstable condition.

A group follow-up meeting was held prior to the Round 2 public information session. All stakeholder groups were invited to attend. Participants were provided with the rationale for the preferred option (Option 3).

2.4 Summary Remarks

Bridge rehabilitation preferences and bridge closure timing were the primary aspects of interest from most stakeholders. Individual concerns and preferences with respect to bridge closure options were sometimes in conflict with each other. Stakeholder groups in attendance

understood the rationale and were generally supportive of the preferred option, given the limited time the bridge would be closed and the relative cost effectiveness of Option 3.

3.0 Public Information Session (Round 1 – Project Options)

3.1 Format and Purpose

Round 1 public information sessions were held on two evenings, July 18, 2014 in Lac du Bonnet and July 22, 2014 in Winnipeg. The sessions were held in traditional open house format, with a series of display boards illustrating various project parameters. Project representatives were available to respond to questions and to talk with participants. Participants were asked to register their name and address and to fill out a written response form prior to leaving the open house. The display boards included the following information (see Appendix B for a copy of the display boards):

- Welcome
- Regional Context
- Local Area Context
- Purpose and Need
- Bridge Cross Section
- Current Status of the Project
- Findings of the Condition Survey
- Traffic Signal Operation
- Alternative Route Across the Winnipeg River
- Proposed Rehabilitation Alternatives
- Option 1 - Replace Damaged Bridge Components
- Option 2 - Extensive Rehabilitation
- Option 3 - Construct New Bridge on Existing Piers
- Option 4 - Construct New Bridge on New Alignment
- Stakeholder and Public Consultation Process
- Option Evaluation Methodology
- Timing

3.2 Notification and Attendance

The information sessions were advertised in the *Winnipeg Free Press* and the *Lac du Bonnet Clipper*. Community posters announcing the events were placed in prominent community locations within the Town of Lac du Bonnet. Email notification was provided to all stakeholders and stakeholder groups participating to date, some of which forwarded the invitation to their respective constituents.

A total of 166 people attended the Round 1 public information sessions. The sessions were very well attended given the nature of this project and the response rate for the comment sheets should be considered very satisfactory.

Figure 1.0 illustrates the types of bridge users who attended the Round 1 public information session. The majority (61%) of attendees were cottagers, the balance were either residents or business owners from the Lac Du Bonnet area.

Figure 1.0 Respondents – Round 1 Public Information Session

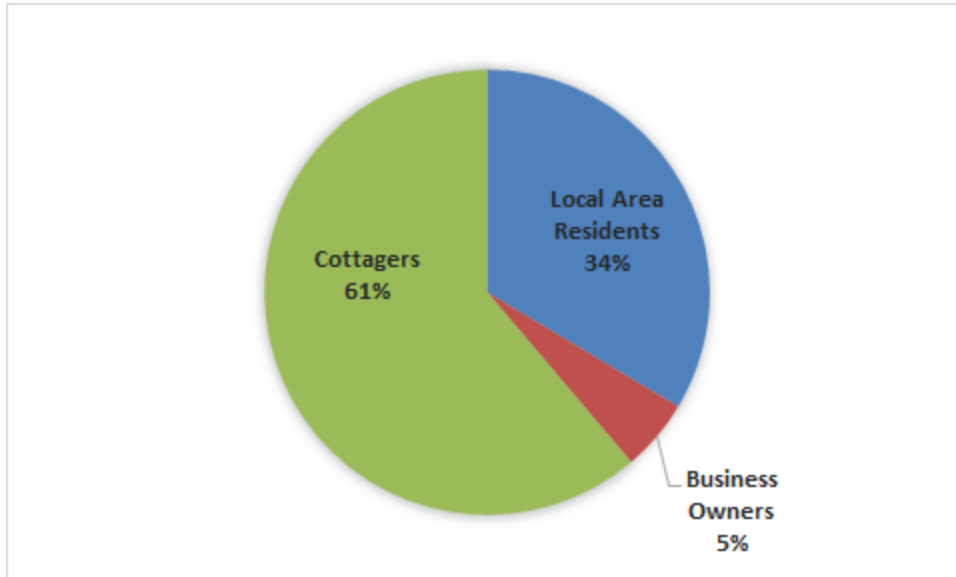
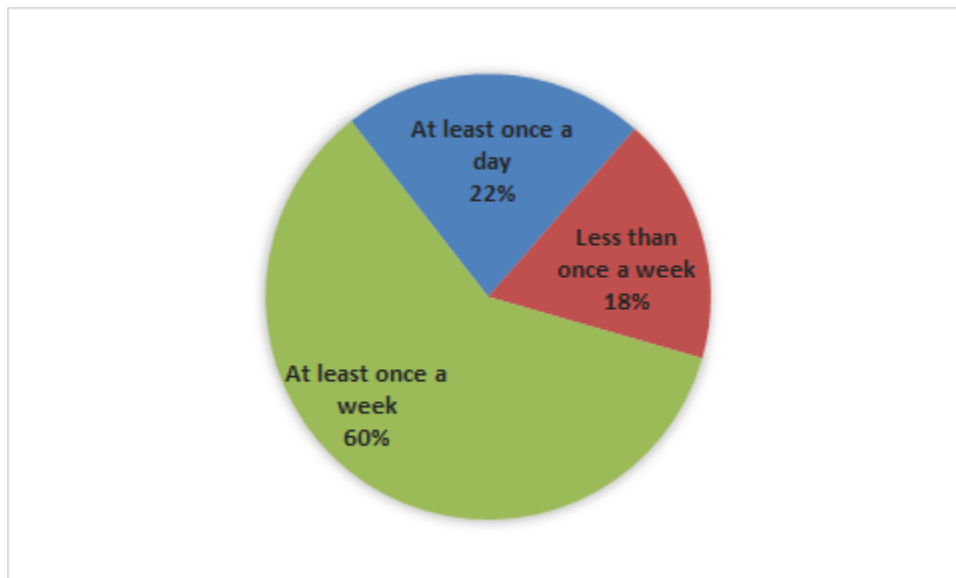


Figure 2.0 illustrates that the majority of participants use the bridge at least once a week, and one in five (22%) use it daily. The balance, use it less than once per week.

Figure 2.0 Respondents - Frequency of Bridge Use



3.3 Participant Feedback/Input (Round 1)

Of the 166 attendees, approximately 80% (133) provided written feedback.

Participants were asked if they had concerns or comments related to the potential closure of the PR313 bridge. Most of respondents indicated an understanding of the need for the project regardless of the potential closures.

Figure 3.0 illustrates the option preferences of respondents at the initial stage of the communication process. Most respondents favoured Option 3, while a lesser number indicated a preference for either Option 3 or Option 4.

Figure 3.0 Option Preference

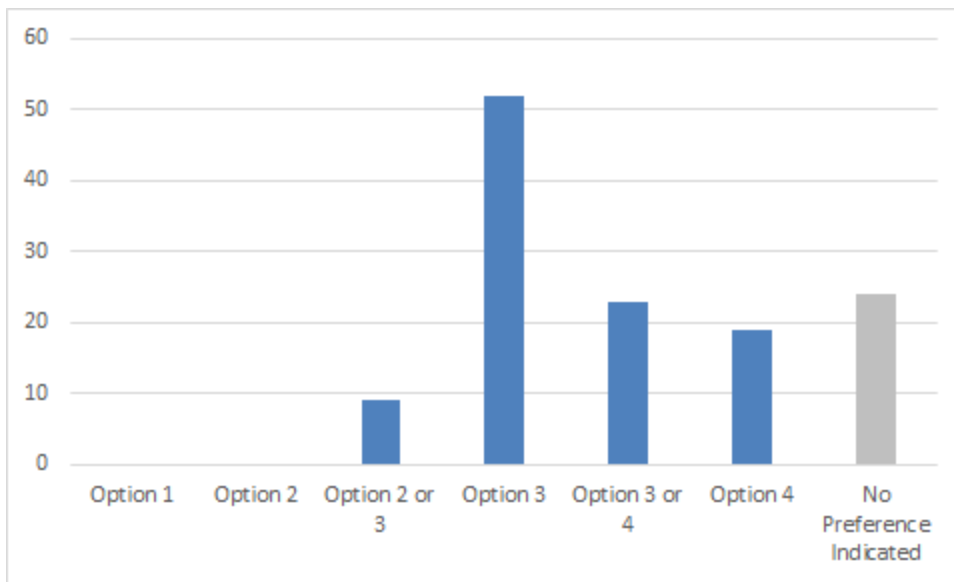
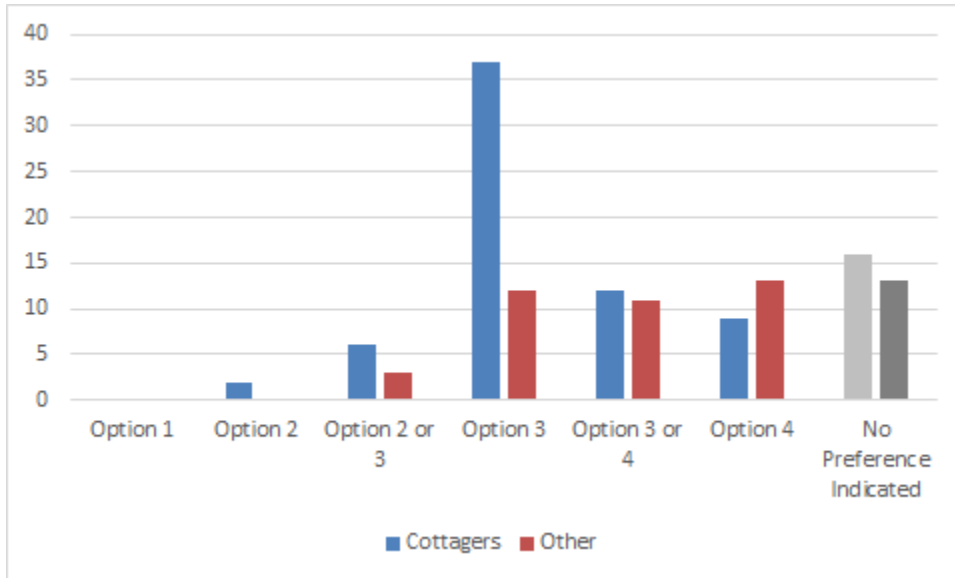


Figure 4.0 highlights the different trends between cottager’s preferences and the local/business owner preferences. The majority of the cottagers were in favour of Option 3, whereas the other users’ preferences were more evenly distributed between Option 3 and Option 4.

Figure 4.0 Option Preference – Cottagers vs. Other



Option 1: Of those who indicated a preference, no respondent (0%) favoured Option 1 (Replace Damaged Bridge Components).

Comments included:

- Option 1 is just a patch job - too short a lifespan for the money spent and aggravation endured. Do it once and do it right. (x5)
- Option 1 is a complete waste of time and money. (x5)
- Options 1 and 2 should not be considered. (x2)
- Not wise to have delays and costs of Option 1 with only 10 more years of extended life for the bridge.
- Option 1 is not very good as it only gives you maybe 10 years for \$5-10 million more.

Option 2: Of those who indicated a preference, only two respondents (2%) favoured Option 2 (Extensive Rehabilitation). These respondents generally suggested that Option 2 would be the most cost effective option.

Comments below have been sorted by topic.

General Support:

- Option 2 seems to be the most cost effective way. A life span of 10 years does not make any sense.
- I think that Option 2 would be my preference.
- Option 2 is my second choice.
- Between Options 1 and 2, go with 2 for only a slightly higher cost.

General Objections

- Option 2 is a complete waste of time and money.
- Option 2 is a band-aid solution, shortsighted, and serve hardship on cottagers in the future. (x2)
- Option 2 gives us a few years unless other problems arise, bridge too narrow and old structure may fail prematurely.

Option 3: Of those who indicated a preference, fifty-two respondents (40%) preferred Option 3 (New Bridge on Existing Piers). Many participants added a caveat to their preference that it must be certain that existing piers are in good condition. Many participants noted that Option 3 seems most viable as it provides a long life span for a much lower cost than Option 4, and includes a shorter construction period. The following comments were provided in relation to each option.

Comments included:

- Option 3 appears to be most cost effective providing that the piers can be affirmed as structurally sound (x34)
- I would prefer Option 3 first, as the most cost-effective for the money involved.
- Option 3 seems to be the most reasonable solution to give a more acceptable bridge service life for the costs involved.
- Option 3 seems to be the best choice: cost to years of bridge life. Strengthening of basic structures because of increased heavy truck traffic. Pave PR520 for closures.
- Only option is Option 3. No environment studies. Minimal down time. Life span. Width of lanes 12' per lane.
- It appears that Option 3 may be the most viable option. The main concern would be the length of time necessary to close the bridge, and the condition of the detour road.
- Option 3 is probably the best option. It gives us an almost all-new wider structure that should last. Option 3 (New Construction on Existing Piers) would be the most sensible and viable solution here. The traffic that uses this bridge on a daily basis is phenomenal. Also it would be great if the bridge were no longer narrow.

- Option 3 sounds like the best plan and option for the extra cost the lifespan of the suggested bridge will be more beneficial to all parties. Condition of PR520 is concerning and would require weekly if not daily upkeep depending on traffic!
- Option 3 is my preference. We have had our cottage since 1959. That bridge has reached its life expectancy and needs to be replaced and definitely widened. The traffic on it has increased exponentially since we started spending summers at Lac du Bonnet and needs to be done properly in order to last. A 10-year fix is a complete waste of money.
- If Option 2 and Option 3 require 16 months' work then do Option 3 to widen it. The gravel road, PR520 has needed upgrading forever so it will be nice to see some work done on it. That could start now so the transition to it would be an easy one if needed. If not needed, do the upgrade anyways.
- Option 3 sounds like the most logical choice.
- Option 3 would be preferred because of time and cost of project.
- I believe Option 3 sounds like the most viable and best option here. Once construction begins there are sure to be other damaged areas so replacing it and widening at the same time sounds like the best bang for the dollars.

Option 4: Of those who indicated a preference, 19 respondents (15%) were in favour of Option 4 (New Bridge on a New Alignment). Many respondents indicated that given the age of the existing bridge, it would be appropriate to construct a new one. Some suggested that money used to fix the bridge is wasteful, as many smaller life-cycle repairs may still have to be made in the future. Some were concerned that the existing piers may not be in good enough condition. Respondents wanted the bridge to be widened.

Comments have been sorted by topic.

General Support:

- Option 4 is preferred (x5)
- Option 4 is the only feasible option. Wasted money on repairs. (x3)
- I really believe you need to build anything on a sound foundation (that applies to most things!) including a bridge. If that means a new foundation and a new bridge that is the option I believe is best. A 10 year lifespan should not even be considered (x2)
- I definitely am favourable to Option 4. We live in a beautiful area and a uniquely designed bridge would afford a beautiful panoramic view of the Winnipeg River and its shorelines. The costs of maintaining PR520 (alt. route) would be very high and not necessary with Option 4. Good planning by government is an ever present need - much can be achieved when properly done.
- Considering the existing bridge is almost 100 years old and has already undergone three alterations and the steady expansion east of the river, I think that a new bridge would be the way to go (Option 4). This would also mean no shut down.

- In my opinion Option 4 is the most favourable selection. We must look to the future and the additional increase in tourist traffic.
- Let's build a new bridge instead of patching it.
- Please choose Option 4. Not feeling confident with old piers (existing). We were told years ago existing bridge could not be widened. No need then for extra expense re: closure. No need for extra consultant/environmental studies. Area is rapidly expanding - more traffic. Will save time/money/hassles/inconvenience in the long run.
- Preference is Option 4. Option 3 is secondary option. Estimates on each option have a large spread between each of them.
- Option 4 is the best but our provincial government of the day appears to have spent its way into financial disaster, and it's unlikely the cost of a new bridge would ever be approved.
- Option 4 and pave PR520 no matter what option is used.
- Option 4 seems most costly but perhaps is the best idea - the last bridge lasted from 1930 to 2014 - with new technology this bridge should last much longer than 75 years. Just do it (like Nike).
- I would suggest Option 4. The last repair caused closures and did not provide a safe bridge. There is a lot of traffic year round including heavy vehicles as well as farm vehicles.
- Very undecided and unpredictable! Even cost is unpredictable. Very uncertain for those concerned. Why can there not be 2 bridges – repair the old one and build a new one for safe and faster access for both sides of the river. (Re: fire, medical, hospital).
- Keep us aware of decisions on cost and construction. Start and end of construction finish approximate dates. New bridge should be built not any repairs to existing bridge piers and any footings needed.

General Objections:

- Option 4 is a waste of money.
- Option 4 costs too much, and takes too long. In San Francisco a third level freeway span damaged by fire was removed and replaced in 1 month for under \$1 million and they got a \$5 million bonus for improving the time from 2 months.

Option 2 or 3: Of those who indicated a preference, 9 respondents (7%) preferred either Option 2 or 3, suggesting that both have a reasonable cost for the improvements to be made.

Comments included:

- Options 2 and 3 are the better, more cost effective options. (x3)
- The length of time to make this work happen. Based on the information provided it would appear Options 2 or 3 would be best bang for the money. Given the high

number of people who use the bridge on a regular basis, any closure would be detrimental to the business in town. As it is, people are bringing more and more groceries and materials from Winnipeg, so they do not have to go over the bridge to shop in town.

- Options 2 and 3 seem to be the best - if Option 3 only required a short complete closure during off peak times I would support it. It makes sense to build a new structure on existing foundations if the foundations are still structurally sound, especially if it lasts decades.
- As a bridge user and a taxpayer I would choose Option 2 or 3. If there were enough money to go with Option 4, I would still recommend Option 2 or 3 and use the other \$60-90 million to improve other infrastructure items (pave PR520, pave PR315/314, etc.)

Option 3 or 4: Of those who indicated a preference, 23 respondents (18%) supported both Option 3 and 4, and felt the existing bridge is old and needs maximal rehabilitation. They claim these options prevent “band-aid” solutions, and would like to see a long life span for the bridge. Respondents like that in both cases, the bridge would be widened.

Participants suggested that the need for basic services such as school, ambulance, health care and home care on the bridge needs to be accommodated.

Some participants suggested building a new bridge and using the existing bridge for walking and cycling.

Comments included:

- Remember this is a very old bridge we are talking about. Option 3 if you are very sure the piers are sound for the long term. Yes, a cheaper alternative, but Option 4 may meet the needs for the area for many years to come/wider, more efficient.
- We need to stop applying band-aid solutions to our infrastructure – Options 3 or 4 are viable solutions but only Option 3 if the existing base can in fact hold up for another 40 years. With Options 4 - could the existing bridge be then repurposed specifically for walkers/cycle traffic?
- I would prefer Option 4 as the present bridge is so old and needs to be replaced. If need be as money dictates and the politicians decide Option 3 would work as well.
- I have concerns about residents accessing basic services - school, ambulance, health care for seniors, (home care?) - Maybe Option 4. Option 3 seems most reasonable at this early stage but I need more information.
- While a new bridge is the preferred, Option 4, anything less than Option 3 would be throwing good money aw. This area is continuing to grow in popularity so traffic volumes are only going to increase in the coming years.
- If the piles/footings are in sturdy condition, Option 3 would be the most viable option. However, Option 4 (a totally new bridge) would be the best solution if there are any doubts about the pilings/footings.

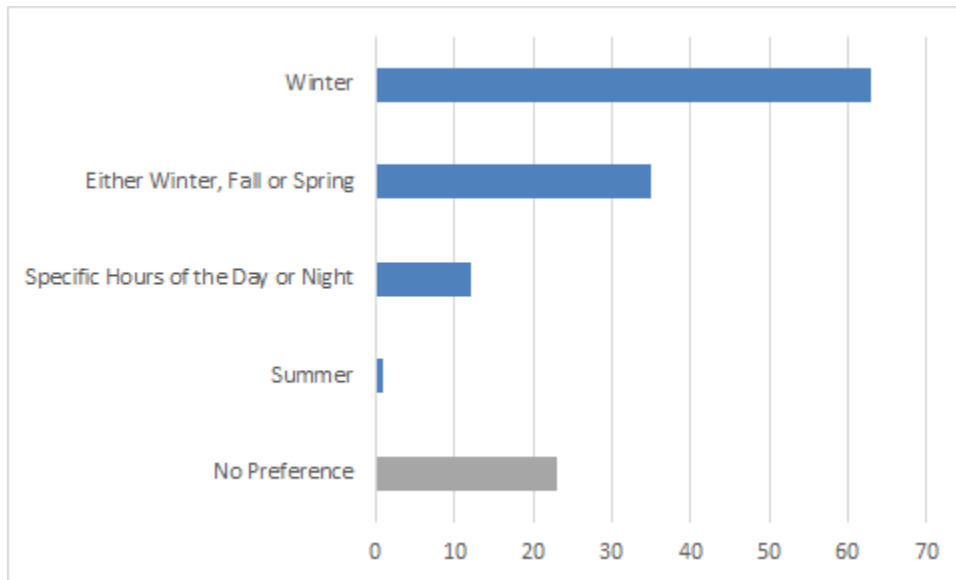
- Ultimately I'd like to see Option 4 used. However given the costs and timing (flooding in Western part of MB), option 3 would be the only option acceptable to me.
- I would prefer Option 3 or 4, as it would last longer. If you are going to spend all that money spend it on something good rather than on a band-aid solution.
- Option 3 or Option 4 but really Option 4 is the best option in the long run. The area is growing and costs will not be cheaper in the future.
- Option 3 or 4. We have over-width farm equipment and would benefit from the wider lanes. We presently require the entire span available. A longer-term solution would make more sense to us.
- I would agree on Options 3 or 4 to be done.
- Option 3 or 4 would be the best in the long run.
- Prefer Option 3 or Option 4. Realize that there is a money factor but in the long run, a new bridge makes much more sense. But the life span, I would hope, should be more than 75 years.
- Would like to see some longevity to the conclusion so Options 3 or 4 are best. Closures would require major upgrades to PR520 like paving. Will the deck be raised in Option 3? Option 3 looks very cost competitive.
- Typical, much undecided, Option 1 and Option 2 should not even be considered. Have 2 bridges. Build a new bridge and have it, one east and one west. That is looking to future development.
- Option 3 or Option 4 would be more cost effective.
- Option 3 or 4 is preferred. A pedestrian/bike lane would be good to include if expanding the old bridge or building a new bridge. Put up a 50kph sign because people are going faster so that the one side stays ok during your deliberations and scheduling.
- Option 3 or 4 should only be considered, to give area many more years of service.
- We prefer Option 4 but Option 3 is also good as long as all understructure is replaced.
- The proper method is to rebuild. I would totally support Option 3 and Option 4. There is a large cottager/mining/Hydro population east of the bridge. Once a new bridge is built, it would stabilize the region and help economically.

No Preference Indicated: 24 respondents (19%) indicated no preference between options.

Participants were asked when the best time for a bridge closure would be if required for construction. Responses were generalized into seasons, as many participants answered in this way. Numerous respondents suggested winter as the best time for a bridge closure.

Figure 5.0 illustrates the feedback concerning the timing of a possible bridge closure. Numerous participants indicated winter as the best period for a closure.

Figure 5.0 Respondent Closure Preferences



Winter: Of those who indicated a preference, 63 (57%) respondents favoured a winter closure.

Comments included:

- Winter (x44)
- Closure in the winter months would make most sense - Cottagers - Agriculture - require minimum use in winter.
- Winter: 2 week period maximum.
- Winter (December-March) - PR520 can be impassable when wet in the spring-summer-fall. (From experience!)
- Closing January to March ending would be best due to less highway/bridge usage.
- Winter - #1. Spring or summer if the work closure could be shorter (not battling cold conditions)
- Winter-PR520 is a better road during the winter. Less disruption to summer cottagers.
- Winter-Pinawa Road would hold up better.
- Probably during winter season as there would be less traffic.
- Winter - affects less people then and people don't travel as much in winter.

- Closure really not in best interest of the town as a whole - January closures.
- After November 1st until beginning of May is the best time for us as we don't have equipment crossing regularly.
- The winter months with a possible winter road across.
- Probably winter as the flow of traffic might be a little lower.
- For me it would obviously be during the winter and on weekdays. This would not be necessarily good for permanent residents and businesses, however.
- Winter months - winter roads may be an option.
- November to May/April would be best (less traffic to seasonal cottages).
- During winter months. If Pinawa Bridge and road to PR314 is required in summer - keep it well maintained and dust free.
- If you have to close the bridge I suggest the 7 months of winter when bridge use is lowest. As well you may need less of an upgrade to PR520 since it is frozen and not covered. It will cost less money.
- Midnight to 6am, or Tuesday-Thursday, or January-March.

Either Winter, Fall or Spring: Of those who indicated a preference, 35 respondents (31%) favoured a closure in Fall, Spring, or a combination of Winter, Fall and Spring.

Comments included:

- School spring break. How long (weeks) a closure required? Christmas school break. Early spring, late fall.
- The best scenario is not at all but if it had to be closed probably the spring (unless work is done through the winter?) Closure of the bridge definitely would have an adverse effect on the local economy.
- Early spring, late fall. What will happen in the winter??
- In the fall of the year, right after agricultural operations have wound down.
- April when fishing season closed.
- Not during summer holidays or spring break.
- Late fall, winter should look at ice road across the river into town.
- In fall.
- Not during summer holidays.
- September to mid-November, January to March.
- Late fall/early winter.
- Daytimes between 10 and 4 to accommodate commuters. Late fall.
- Fall to spring.
- As a cottager - weekdays - in the summer - before the May long weekend and after the September long weekend, anytime.

- Winter months and fall months if possible.
- Fall or winter - not cottage season.
- Fall to mid-October.
- Spring/winter.
- Fall - Mid October.
- Best time for closure would be October-November, or March-April, when cottages are not used as frequently.
- September through November or March through to mid-May. The detour through Pinawa would not be that if the road to PR313 were improved. I'd be happy to deal with an extra 30-minute drive in the short term.
- September to June.
- Fall or winter months, least traffic.
- Probably late fall - when traffic volumes are not as heavy. No matter when bridge would be closed it would be inconvenient. Probably during the weekdays - rather than in a weekend.
- Either spring or fall (not during beach or snow-mobile season). (x4)
- October or November.
- Probably late fall (November-December).
- Fall, winter, spring.
- Winter/Fall, Winter/Spring. This would be the best choice for the cottagers. Cottagers would suffer, their summers ruined. There may be economical/economy disruptions i.e. property value, shopping in Lac du Bonnet.
- Fall and winter.
- Early fall.
- Winter time or late fall.

Specific Hours of the Day: Of those who indicated a preference, 12 respondents (11%) noted specific hours of the day in which they would prefer a closure.

Comments included:

- After midnight.
- 10-2pm.
- In the evening.
- 2-3am.
- During the week possible if closing: maybe overnight, as the bridge would have less traffic.
- Early morning or later in evening.
- Tuesdays and Wednesdays between 10-2pm.

- Daytimes between 10 and 4 to accommodate commuters. Late fall.
- At night.
- Night or late fall.
- Midnight to 6am, or Tuesday-Thursday, or January-March.
- Between midnight and 5am.

Summer: Of those who indicated a preference, one respondent (1%) favoured a closure in the summer.

Comment included:

- Summer time when children do not need school busses.

No Preference: Twenty-three respondents indicated that they had no preferences regarding closure periods.

3.4 Summary Remarks Round 1

The public consultation process for Round 1 was considered both thorough and adequate for a project of this scale and nature. Feedback received was reviewed to see if any project modifications could be undertaken.

Overall, the majority of participants supported Option 3, to build a new bridge on the existing piers.

If Option 3 is selected, the majority of participants preferred a bridge closure during the winter season.

4.0 Public Information Session (Round 2 – Project Options)

4.1 Format and Purpose

Round 2 of the public consultation program was held on two evenings, October 28, 2014 in Lac Du Bonnet and October 29, 2014 in Winnipeg. The sessions were held in the traditional open house format, with a series of display boards illustrating various project parameters. Project representatives were available to respond to questions and to talk with participants. Participants were asked to register their name and address and to fill out a written response form prior to leaving the public information session. The display boards included the following information (see Appendix D for a copy of the boards):

- Welcome
- Regional Context
- Local Area
- Existing Bridge Cross Section
- Purpose and Need
- Findings of the Condition Survey
- Current Status
- Option Evaluation

- Option 1: Replace the Damaged Bridge
- Option 2: Extensive Rehabilitation
- Option 3: Construct New Bridge on Existing Piers
- Option 4: Construct New Bridge on New Alignment
- Alternative Route Across Winnipeg River
- Thank You
- Early Consideration
- Option Evaluation
- Proposed Cross Section
- Participant Feedback
- Timing
- Traffic Signal Operation

4.2 Notification and Attendance

The public information sessions were advertised in the *Winnipeg Free Press* and the *Clipper Weekly*.

The sessions were very well attended with a total of 284 participants. 79% of attendees completed the written response form. This response rate should be considered very satisfactory.

4.3 Information Session Participants

Figure 6.0 illustrates that about half (48%) of respondents were residents of the Lac du Bonnet area while a little less than half of respondents (42%) were cottage owners. A smaller portion of respondents (10%) identified themselves as local business owners. This demonstrates a good variety of interest types among respondents.

Figure 6.0 Respondents – Public Information Session

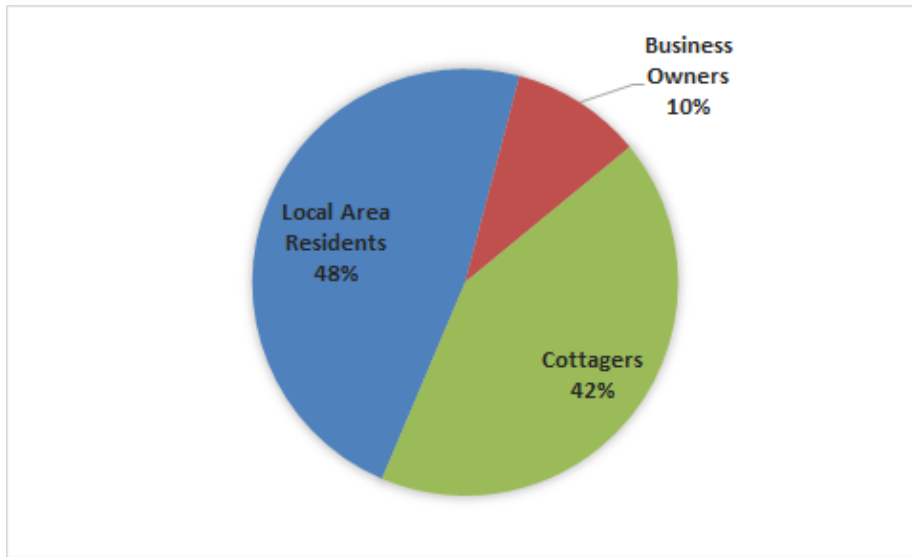


Figure 7.0 illustrates about half (47%) of respondents use the bridge at least once a week, while a third of respondents (33%) use it daily. Only 19% reported using it less than once a week. It is possible that some of the respondents that indicated they use the bridge “at least once a week” only use it during the summer months, since some of the respondents who reported such, also indicated they were cottagers.

Figure 7.0 Respondents Frequency of Use

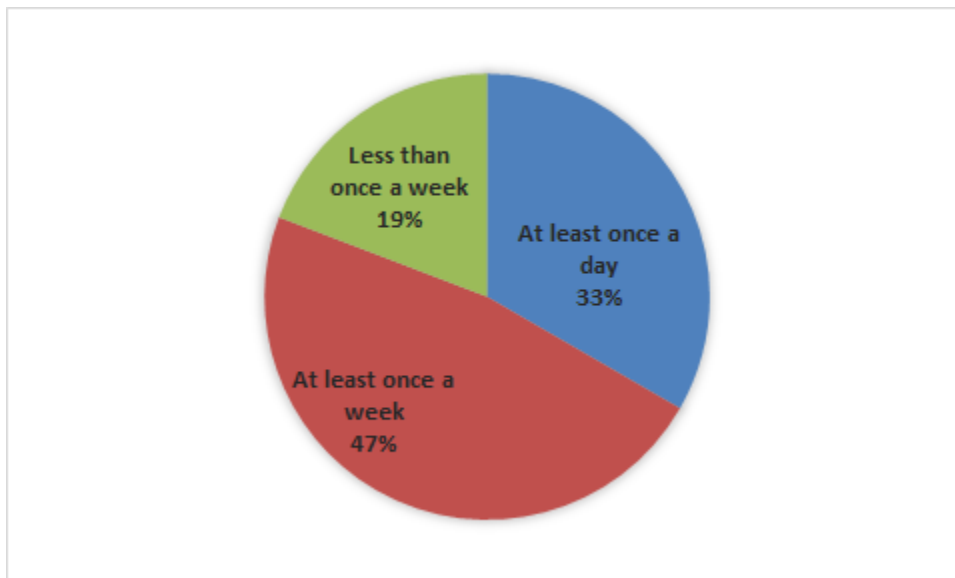
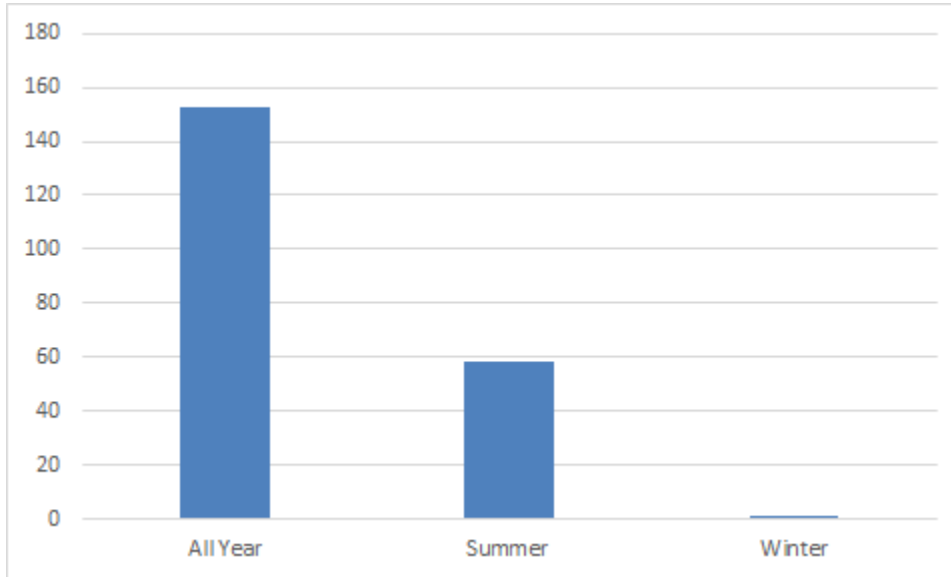


Figure 8.0 illustrates the time of year respondents accessed the bridge. The majority of respondents (153) accessed the bridge all year round. Approximately one-third accessed it during the summer months and not many (1) accessed it only in the winter months.

Figure 8.0 Bridge Use - Season



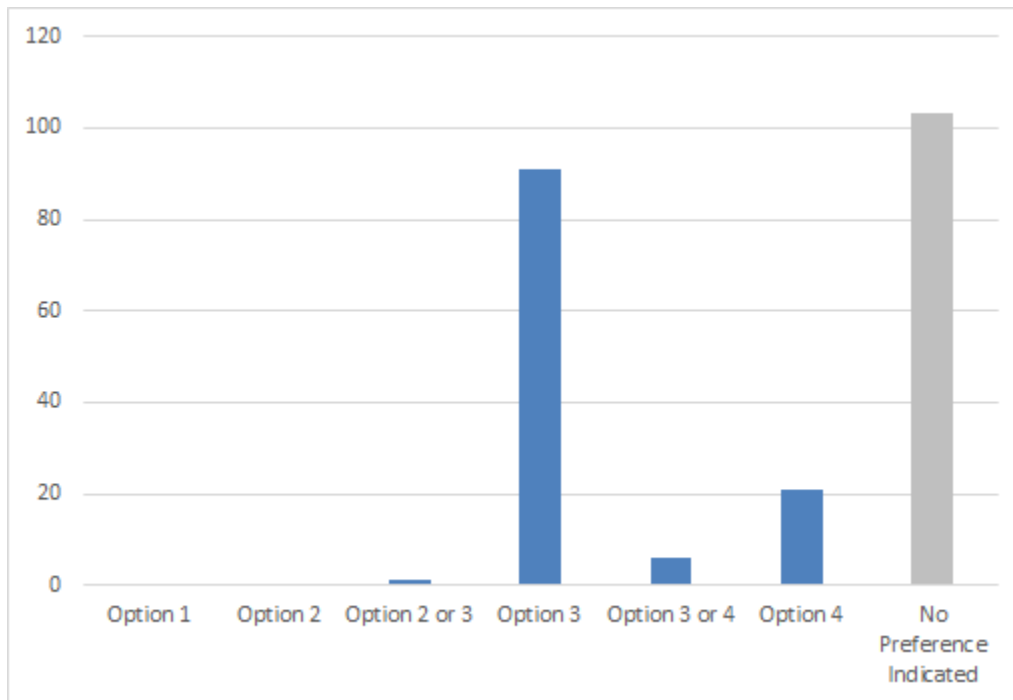
4.4 Participant Feedback/Input

Of the 284 people in attendance, approximately 79% (223) completed the written feedback. This response rate should be considered very satisfactory.

4.5 Respondents Option Preference

Participants were presented with the preferred option, Option 3, which would result in a wider bridge with a protected pedestrian sidewalk, constructed over a two-year period. Respondents were asked to provide comments or concerns with regards to the design choice.

Figure 9.0 illustrates the option preference of respondents. The vast majority of respondents (75%) preferred Option 3 (new bridge on existing piers). A relatively small number of respondents (17%) preferred Option 4 (new bridge on new alignment). Very few respondents indicated a preference for any other option.

Figure 9.0 – Respondent Bridge Option Preference

4.5.1 Reasons for Respondents Option Preferences

In many cases respondents provided supporting commentary for their preferences.

Option 1: No respondent favoured Option 1 (to replace damaged bridge components).

Option 2: Only three respondents indicated marginal support for Option 2 as next best option to Option 3.

Option 3: Of those who responded, 91 (75%) indicated a preference for Option 3 (new bridge on existing piers). Most respondents expressed their preference for Option 3 because it proposes a wider deck, a protected pedestrian walkway and generates the least amount of disruption to users. Preference was established on variables such as reasonable cost for immediate usability and a projected life span of 40 plus years. Some made specific requests for full bridge closures to be minimized and others were skeptical that the project would be completed within the estimated time frame. Several participants also drew attention to their concerns about the condition of the existing piers and their sense that Option 3 would only be viable if the piers were in fact in good condition.

Comments below have been sorted by topic.

General Support:

- Option 3 is a good choice. (x68)

- Option 3 would be my second choice [to Option 4]. (x4)
- From the 4 proposed options, this was the best option and I'm glad it has been chosen. (x2)
- Good choice in terms of cost, immediate usability and anticipated lifespan. (x2)
- Option 3 is acceptable with an overall average of 40-75 years [to Option 4]
- If Option 3 is the choice, I would like it done as quickly as possible with minimal closure.
- It seems a decision has been made, I will support Option 3 [to Option 4]
- Option 3 is debateable but better than Option 1 or 2.
- No concerns as long as the bridge is not closed for a long period of time.
- I would fully agree that this option is the most suitable providing that one lane traffic remains open at all times.
- I am in favour of Option 3 and like to hear that there is a vision for a new bridge down through the years.

General Objection:

- My concern is that unforeseen issues will develop with existing piers after construction begins. (x5)
- Concerned that we are building on an old foundation and that you can only speculate how long the old piers will last. (x5)
- I do not agree with Option 3. Local residents appear to favour this option more than cottagers who do not use the bridge everyday year round.
- It appears Option 3 was determined to be the preferred option and the rational arranged to support it. e.g. - there will be much more disruption to traffic with Option 3 versus a new bridge in a new location.
- This is another band-aid solution.
- Seems like a short term solution when we could have a proper new bridge to access resources, cottages and parkland.

Cost:

- Considering cost, this is the most cost effective plan. (x4)
- Cost with Option 3 is almost the same over time as Option 2; there is no doubt as to what to do.
- Option 3 is optimal providing that the bridge be fixed properly at this time. Waiting 10-15 years will only cost more at that time.
- Who's to say that in 30 years the price would not be \$85 million to repeat Option 3 again; with the cost of materials the price always increases.
- Option 3 is preferred as the cost is not as high as Option 4. The span of life is greater than 40 years and will outlast me.

Timing:

- Prefer Option 3 if there is no closure May-October.
- Option 3 is the best option however I still feel it would take longer than 2 years to complete.

Design:

- Option 3 is definitely the preferred option. A wider bridge will allow a safer flow of 2-way traffic. (x8)
- I like the design of Option 3. (x4)
- Option 3 is a good choice providing that the piers last at least 50 years.
- While Option 3 claims to use piers "as is" it is apparent considerable work will be done in widening them.
- I'm worried about the added concrete.
- Would the design meet proper requirements if completed in two years? [A number of workers would be required.]
- Will Option 3 allow taller boats to pass under the bridge?
- I like the idea of keeping the pedestrian sidewalk.

Option 4: Of those who responded, 21 (17%) preferred Option 4 (a new bridge on a new alignment). Generally, respondents felt that it made more sense to spend the extra money now and 'do the job right'. A few respondents suggested constructing a higher bridge that would accommodate larger boats.

Comments below have been sorted by topic.

General Support:

- Option 4 is preferred. (x21)
- My rationale for Option 4 is that we could spend \$50 million to get 45-50 years of usage or spend \$85 million to get 80-90 years. Spending an additional \$36 million and getting an additional 40 years of use is the way to go. Hopefully my comments will have an impact; don't fix the bridge, replace it. (x5)
- Would have loved Option 4 but it is unrealistic.
- Replace the bridge with no closure period.
- My preference is Option 4; fix it once and be done with it.
- Build a brand new bridge but do not close the old bridge.
- People are short sighted; Option 4 is the way to go.
- This a very crucial link to an area that is heavily taxed and supports local business; should be looking long term.

Cost

- Option 4 is more expensive but a better investment for the future. (x4)

- Why not just bite the bullet and build us a new bridge.

Design

- Option 4 should have room beneath for higher boats and more space to pass through. Option 4, a new bridge would allow for safer boat traffic under the bridge. As a boater it is always busy and not always safe to have such a small area to go under. (x2)
- It makes no sense to build a new bridge on existing piers that were designed for a single lane trolley. Option 4 would make more sense.
- Fix the bridge right, no patch jobs. Build it wider as there is lots of tourist traffic.

Other

- Should be coordinated with the Manitoba Hydro transmission line relocation. (x2)

Other comments included a preference for either Option 3 or 4:

- I am okay with Option 3 or 4.
- Seeing the options, I feel that Option 3 or 4 are best the options being considered.

No Preference Indicated: 103 respondents (46%) indicated no preference between options.

4.6 Response to a 2-3 Week Winter Closure Period

Participants were asked if they had concerns relating to the proposed two to three week closure of the bridge scheduled during the winter months and how they felt those concerns might be addressed.

A number of respondents indicated they had no concern with the suggested closure time and period. Other respondents suggested that if sufficient notification was provided, and that the closure period was not lengthened, they would be supportive. An extended period of disruption would impact residents negatively, while a short closure is seen as a minor inconvenience that is manageable.

A number of respondents were concerned about the poor condition of PR520 as a detour route during the bridge closure period.

A series of other specific concerns were expressed regarding increased response times for ambulance, police and fire, lack of mail delivery and increased transportation time for school buses. Some suggestions were provided including construction of a temporary ice road and providing temporary mail services on the east side of the river.

Comments below have been sorted by topic.

General Acceptance:

- A 2-3 week closure in the winter is the best choice. (x13)
- As long as communication remains open and appropriate notification is provided prior to closure, effects can be mitigated. (x9)
- None, only a minor inconvenience for a major undertaking. (x4)
- Winter time is the best time for me for the bridge to be closed. (x3)
- Bridge closure during winter will create the least disruption. (x2)
- The suggested closure time and period is manageable. (x2)
- Would hope any closure would be short in duration. (x2)
- I will make the best of an inconvenient situation.
- I would fully agree that this option is the most suitable providing that one lane traffic remains open at all times.
- Seems necessary and reasonable.
- It is what it is; progress.
- This would be good timing with a majority of the traffic flow occurring in the summer months.
- Glad to know the bridge won't be closed for an extended period.
- Will likely be necessary in the planning of a wider bridge regarding vehicles and machinery.
- As long as a secondary (acceptable) route is available to cross river without long detour.
- A short closure would not be a burden. Several small closures could be tolerated.
- Rather a 2-3 week closure than 3-4 years [Option 4].
- It will be a pain but we will have to endure it.
- I would not like it if the bridge was closed for a longer period of time than 2-3 weeks. However once or twice in the time period to build would be ok.
- This is a very reasonable amount of time.
- Since I mainly cross the bridge to take my garbage to the transfer station this shouldn't be too much of an issue for me.

General Objections:

- A 2-3 week closure would be fine; longer could be a problem (x7).
- I am skeptical. I'm concerned that a 2-3 week closure will turn into much longer. (x5)
- My concern is, 2-3 week closure will be insufficient due to weather, unforeseen circumstances, etc. and any significant increase in this period will be problematic (x4)
- The length of time for the temporary closure is a concern for me. I would not like it if the bridge was totally closed at this time.
- I have huge concerns regarding the closure, mostly about the duration. A 2-3 weeks closure is fine and will have minimal impact on my business and moderate impact on my

life. I wish we could be guaranteed that the closure will not exceed 2-3 weeks and that this is the only closure necessary; I am doubtful.

- My biggest concern is the length of the closure. An extended closure would impact all of us who live on the other side of the bridge. With no pavement on PR520 and no lines, winter driving would be scary. Please keep closure to 3 weeks. The closure will affect a lot of people on the East side of the river. I have no concerns as long as the bridge closure does not go past 4 weeks.
- My children attend school in Lac du Bonnet and I am okay with a small period of closure but anything over would be awful to put small children through. I hope consideration will be taken for closure for families on East side regarding safety (police) and emergencies. I have small children and having less access to school and emergency services worries me.

Specific Concerns:

- My concern is how health and emergency services will be affected during the closure. (x11)
- Concerned about mail delivery; could consideration be given to mailboxes in Pinawa or placement of temporary mailboxes on the other side of the bridge?(x2)
- Need to ensure we have access to services such as water, sewer and healthcare.
- Advance notice of bridge closure in order to provide suppliers/vendors, contractors, employees with making alternative plans during closure to prevent delivery delays, etc.
- My concerns include school buses, groceries and mail delivery.

No Concerns:

- I have no concerns.
- No concerns, but a lot of information has been given for preparation of a shut down.
- No concerns, we can use the Pinawa Bridge.
- No concerns personally as the bridge is not used during the winter months.

Detouring/PR520:

- Upgraded [pave] and maintained PR520 to a higher standard during construction. (x23)
- Will there be another route/road option for use during the closure? (x2)
- I will need to take PR520 to get into Lac du Bonnet; it's not convenient but if it's only for 2-3 weeks it's manageable.
- I recently started using PR520 when traveling back and forth to the city and have found that I have saved on travelling time.
- For me, this is going to add 1-1.5 hours per day of travel time to my place of work plus an increase in cost for gas.
- The detour may not be able to handle heavy traffic therefore a winter closure would be preferred.

- The closure plus the extended period of one lane traffic is and will cause a significant diversion of traffic onto PR520.
- Closure is typical for this type of structure however it means I will have to travel another 40km each way to get to Great Falls and return home.
- My husband and I both work in Lac du Bonnet; this would add an hour to our day.
- Not pleased with the possibility of having to re-route over Pinawa Bridge.
- No, in my case the detour through Pinawa will adequately address my needs.

Specific Suggestions:

- Winter road is an option during the closure period. (x14)
- A 2-3 week closure sounds good. Would be better for me to have it shut down Nov, Feb or March. People will definitely cause us heartache because of additional cost.
- Closure of bridge cannot be done during the time period of Dec 15 to Feb 15. Best month is Nov or March as we are in the water hauling business. Closure of bridge for any period of time could cause us financial heartache.
- I have to haul water every 2-3 weeks. Notice of closure date would help me plan my water requirements during the closure.
- Like the idea of a closure in the winter months but we need to know in advance when the closure will be happening.
- Do the road closure during Christmas break.
- Closure should be kept to a minimum and be well advertised with an email sent out.
- Would like to see a sign on PTH59 before PTH44 when the bridge will be closed to make the detour through Pinawa. A winter closure after New Year's and before spring break.

Other:

- I like the winter road option for emergency response.
- Why would it have to be closed at all if you're building a new bridge? I have a commitment to volunteer at the food bank, plus we curl in the winter 3x's per week and have executive meetings and Garden Club 1x per month.
- I am not as concerned about length of time the bridge is closed as I am about receiving proper advance notice of the closure.
- Ensure all "what ifs" are addressed and contingency plans are in place.
- My main concerns are for my business (customers, product delivery).
- I don't believe the area is wide enough to do both, work and keep traffic going.
- I feel that Option 4 would result in less closure if the powers that be, were given the right design and advised that there should be no closure period involved.
- Fire staff, EMT staff, RCMP as well as school bus traffic will be affected.
- Cottagers have a much easier option to access their cottage once a week by using PR520 than school children and workers going to their jobs daily. Gas usage is less as is

wear and tear on vehicles during the summer months. I live on the East side of the river and would prefer a summer closure. During the summer I have other options of getting to town (by boat) and doing my daily errands and shopping.

- Winter is much more restricted in ways of transporting goods.
- As long as it is in the Jan/Feb time frame and that Pinawa roads are kept road worthy at that time.
- Would need a sufficient amount of lead time so as to top up water and dispose of sewage before closure.
- As mentioned above, concern over effect on businesses in Lac du Bonnet with people bypassing the town. If the shutdown occurs in Spring/Summer, effects could be devastating as businesses have approximately May to Sept to make enough to survive the winter.
- Be mindful of the impact on small businesses and the town.

4.7 Other Miscellaneous Comments

Respondents were generally supportive of the project with many suggesting to move forward without delay. Participants made specific suggestions including details relating to the pedestrian walkway, a wider deck, higher navigational span for larger boats and the potential for noise attenuation barriers. General support was indicated for the project and requests made for communication to remain open between all parties involved/impacted.

Some concern was raised about project funding and the impact this will have on property taxes and park fees. Other concerns related to length of the construction period and the contractor's ability to stay within the expected time frames. A few respondents expressed their dissatisfaction that Option 3 seemed to be a pre-determined decision.

Comments below have been sorted by topic.

General Support:

- Project should not be delayed (x7)
- Nice to see some of the infrastructure money spent in our area. (x3)
- Fix the bridge as soon as possible with the least disruption as possible.
- Nice to see the province is finally doing something about the bridge.
- At least it is moving forward.
- Addresses traffic concerns and construction quite well.
- Take your time and construct it solid.
- Freeze the design, tender the project and get on with it.
- Thanks for keeping us safe!
- This is overdue; thanks for the initiative.

General Objections:

- It appears we are just being told what will happen, not that there is any other option being entertained. It appears Option 3 is it. So is this a feel good approach or an open house. (x4)
- I do not understand what repairs could be required with Option 4.
- Darren Praznik said the piers were "not" in good enough condition to build a bigger, better bridge so the little better one was built and lasted only 19 years.
- There is more than one option to choose from.

Construction Timing and Length:

- Maintain bridge construction and time frames.
- I'm sure it will take longer than 2 years.
- The timing of the project appears to be very slow. The bridge has been partially closed for well over one year already with 2-3 years to go before it is re-opened completely; this is too long. If it fell over would it have taken this long to rebuild a new one? (I hope not). I do find it disheartening that the inspection process did not catch the deterioration sooner. Better maintenance equals less replacement cost.
- Why does it take so long when the United States can do it in 6 months?
- Can construction time be shortened by pre-fabricating pier to pier sections?

Cost:

- Use our tax dollars properly and efficiently please.
- I think it is necessary to know which municipalities are helping foot the bill for the cost of this repair/replacement and how much is the province paying for.
- The project cost is mentioned but has government approved funding? Not fully clear if the preferred option has funding and will be approved.
- Hopefully taxes don't go up because we pay enough.
- Will cost be applied to our rent/park fees?
- Ensure the provincial government budgets for it. Should not have to raise the PST again.
- Never match estimates.
- It clearly demonstrates the people managing this project have no idea. Why does it take 2-3 years to build a new bridge? There are no hard numbers about cost or time frame. No construction tenders have been sent out so how can a cost be communicated. At this rate there will be cost overruns.
- Time frame is [unrealistic] and cost is purely a guess. No proper tender has been sent out; let's get some estimates.
- New bridge construction will probably be more than the \$80 million proposed, as will probably the renovation costs. Are there guarantees for either?
- Installing a red light and speed cameras may possibly equate to \$1,000,000,000 which could be put towards project costs.

Bridge Design:

- A higher navigational span to accommodate larger boats would be ideal. (x5)
- Glad to hear it will be widened. (x4)
- I would like a noise barrier built on the bridge. The constant banging noise from big trucks travels across the water to nearby residents. (x3)
- I would like the pedestrian walkway to stay in place but for it to offer better protection from traffic. (x2)
- Since this is an outdoor enthusiast's paradise, a lane for ATV/snowmobile traffic could be incorporated. (x2)
- Make the walking path wide enough for pedestrians and bikers to use it at the same time.
- I would prefer to see the bridge they designed back in 1993-1994 [to Option 3] but they preferred to do the patch up job we have now.
- I would like to see a new bridge like the East Selkirk Bridge.
- Are the current piers going to last 40 years?
- Can the bridges be covered?
- I believe it would be good to create something (i.e. Ironwork) distinctive that would make the bridge design unique, pleasing to look at and also offer a panoramic view of the Winnipeg River. It would act as a connection between the two areas of the municipality and the town.

Construction Effects:

- There are currently six school buses coming from the East side of the river which would be greatly affected by a closure. It would probably add an additional hour on the ride to and from school. (x2)
- Potential for Lac du Bonnet to have future marine/tourism increase etc.
- I really like the fact that MIT is looking to make the contractor accountable for costs and proposed timelines for this project. I hope they can stay within the proposed 2 years to complete the project. I am leery of this after the Pinawa 2011 bridge repairs.
- Have to consider the effect on business in Lac du Bonnet should this process take too long and how long the bridge would be closed.
- I live near the bridge and I notice the smell from traffic in the winter when they are parked at the lights. Will the construction traffic be as [odorous]?
- Having policed for over 20 years, security issues have always been a concern for me. A complete closure of this bridge would no doubt give law breakers an opportunity to operate more efficiently.
- We are told the open lane during the entire construction will be approximately 12' wide; this will not accommodate the width of the majority of our agriculture equipment and will necessitate additional time and expense to move it around via the 211 bridge.
- Will the waterway be left open?

- The closure increases my fuel by triple to go to work.
- My concern is for local residents in winter; when the bridge is closed how will they be impacted?
- My concern is that if the bridge isn't closed completely for rebuild, you will find that once construction starts the work area will be too small to keep traffic going on the bridge.
- We are concerned about farm equipment crossing the bridge during harvest. This is a very important issue for us as it is how we earn our living.

Other:

- Safety in shortest time period is important. (x2)
- Happy to see piers will be assessed (x2)
- Realized that the area does not have enough NDP votes.
- The whole family has been concerned as we are at the cottage from May to October and use the bridge several times per week during that time.
- Note: I saw the site around 1941 and 1942 when visiting with relatives. And there was a tall house on the far side opposite to Lac du Bonnet in which you could see the light on the hotel.
- The current one lane system on bridge is a pain. Even with the improved lighting system; particularly in the summer on weekends when there is lots of traffic.
- Keep somebody close by to look after signals.
- Adequate signage would be necessary.
- I have wondered what was going to happen with the bridge as it is used by many on a regular basis.
- Provide incentive in addition to penalties to contractors and ensure there are no strikes or lockouts. Ensure highly reputable contractors and sub-contractors are engaged.
- We use the bridge several time a week, some days several times on one day.

4.8 Summary Remarks Round 2

The overall public consultation process was considered both thorough and adequate for a project of this scale and nature.

The majority of respondents indicated support for Option 3, to build a new bridge on the existing piers. A 2-3 week closure period during the winter months was supported providing that sufficient notification be given, the closure duration be kept to a minimum, and an adequate alternate route is available.

General public and stakeholder communications will be continued as the project progresses through the construction period.

APPENDIX A
KEY STAKEHOLDER MEETING NOTES

RECORD OF MEETING



Title: PR313 Winnipeg River Bridge Project
Date of Meeting: June 18, 2014
Time: 10:00AM-11:00AM
Location: RCMP offices
In Attendance: Sgt. Greg J. Gerbrandt, RCMP
 Mac Kinghorn, Councillor, Bird River Volunteer Fire Department
 Donovan Toews, Landmark Planning
 Julia Toews, Landmark Planning

| Item | Description | Action By |
|------|--|-----------|
| 1.0 | <p>Introduction and Project Overview</p> <p>DT made introductory comments and provided a presentation concerning an overview of the current status of the bridge project including early identified options (subject to change):</p> <p>Option 1: Replace damage. Smallest cost, shortest lifespan.</p> <p>Option 2: Extensive rehabilitation. Larger cost, will last up to 40 more years.</p> <p>Option 3: Construct new bridge on existing piers. Larger cost, gives 40+ years, may require a small closure period to traffic.</p> <p>Option 4: Entirely new bridge beside old. Extremely large cost, gives 75 more years, no closure periods.</p> <ul style="list-style-type: none"> • RCMP has received occasional calls regarding the bridge traffic lights since the August closure, although it has improved (from a 2 kilometer backup). • Closing of the bridge in summer would be extremely detrimental for the Town, as a detour would bypass businesses. For example, recently renovated Chicken Chef and Pinawa Restaurant would be affected. • Paving PR 520 would cause disagreement and would also train commuters to only use PR 520 even after construction is finished. | |

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| <p>2.0</p> | <p>Bird River Volunteer Fire Department</p> <p>M. Kinghorn joined the meeting, a brief overview was provided for him.</p> <ul style="list-style-type: none"> • MK has sat through two traffic cycles; DT explained how the signal system is currently operating. • Cottager traffic on Monday of the May long weekend was extreme. • MK supports Option 3, because it has a reasonable price range and lifetime. Use good piers. Even ambulances tend to not use PR 520 when wet. • Closure for even a short period would be detrimental. • If there were a closure, the Bird River Fire Department would make arrangements to cover area east of Winnipeg River for Lac du Bonnet, so closure in winter has the smallest risk because of a smaller winter population. • If there were a closure, the Thanksgiving weekend to Christmas period would be best. • MK suggested that the river flow is too fast to build an ice road south of the bridge. | |
| <p>3.0</p> | <p>Special permission for emergency vehicles</p> <p>GG suggested that emergency vehicles should be able to skip the line at the bridge. Suggestions include a ‘yield to emergency vehicles’ sign and a light override remote. MK added that the natural rule is for cars to move right for emergency vehicles. Large fire trucks and ambulances require all traffic to be halted, whereas police cars are smaller and could pass by bridge traffic.</p> <ul style="list-style-type: none"> • DT offered to notify MIT about this situation and suggested a “North lane for emergency vehicles only” sign. | <p>DT to contact MIT regarding emergency related signage.</p> |
| <p>4.0</p> | <p>Canada Day Celebrations</p> <p>DT asked whether the RCMP anticipated providing special traffic services for the June 28 celebrations. GG indicated they would work together with MIT to help mitigate traffic congestion on that evening.</p> | <p>DT to connect MIT with RCMP to make arrangement.</p> |

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| 5.0 | Next Steps DT advised that there would be a public meeting scheduled over the summer months and he would keep RCMP and BRVFD apprised as the project proceeds into the Fall. | DT to keep RCMP and BRVFD informed. |
| | | Recorded by: Julia Toews |

RECORD OF MEETING



Title: PR313 Chamber of Commerce

Date of Meeting: June 18, 2014

Time: 11:30AM – 1:00PM

Location: Lac du Bonnet Community Centre (Lac du Bonnet)

In Attendance:
20 Chamber of Commerce Members

| Item | Description | Action By |
|------|--|---|
| 1.0 | <p>Introductions and Project Overview</p> <p>DT takes provided introductory comments and provided a presentation concerning an overview of the current status of the bridge project including early identified options (subject to change):</p> <p>Option 1: Replace damage. Smallest cost, shortest lifespan.</p> <p>Option 2: Extensive rehabilitation. Larger cost, will last up to 40 more years.</p> <p>Option 3: Construct new bridge on existing piers. Larger cost, gives 40+ years, may require a small closure period to traffic.</p> <p>Option 4: Entirely new bridge beside old. Extremely large cost, gives 75 more years, no closure periods.</p> | DT to email out slides and post to project website. |

2.0 Bridge Condition, History and General Questions

Q: How did the bridge reach its poor condition if it was inspected regularly?

A: The bridge is deteriorating from pack rust, which can show little sign of damage until a sudden burst or break.

Q: The bridge was inspected every two years - it must have been noticed.

A: The rust was noted, but even further damage would likely have been caused by a small repair attempt.

Q: Could something have been done earlier?

A: The bridge was considered for replacement in 1994. There were money issues at the time and that decision was made politically.

Q: Is building a winter road an option?

A: MIT has done it before, but do not prefer to because of safety concerns and liability.

Q: How can we be sure Stantec is providing true information?

A: MIT is overseeing Stantec and both are accountable to their professional association.

Q: When the government changes, will the project start over again?

A: This is unlikely, however the government does have the authority to direct administration as it sees fit.

Q: How does the legislature receive the decision?

A: A proposal will be made by the end of the summer and presented to the deputy minister, minister, cabinet, etc. The legislature will vote on the budget in March, April or May.

Q: Are all four options proposed?

A: The numbers will be tightened over time and a recommended option forwarded.

Q: Are the bridges in Manitoba ranked in terms of a budget?

A: There is an allocated dollar value for every bridge in the province, however they are not ranked.

Q: In Option 3, what does "40 plus" mean?

A: The exact number is not known because the bridge construction style and other related factors are not yet known, so the number is an estimate.

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| <p>3.0</p> | <p>Discussion of Options</p> <p>Q: Option 3 seems to be the only logical solution, however can MIT make a better approximation of closure lengths before we support the option? A: The approximation is based on the design of the bridge, so it can't be exact. We will soon meet with the engineers to look at the design and make an educated approximation of the time frame.</p> <p>Q: Option 1 and 2 are “band-aid solutions”. The piers are still old, and we should no build a new house on old foundation. A: MIT will do a detailed condition survey to ensure the piers are in a condition to last as long as the new materials. New concrete is not necessarily better than old.</p> <p>Q: What if the existing bridge does not last through the construction of Option 4? A: It will be safe. Load restrictions will be made if necessary. We cannot know precisely how long the existing bridge will last.</p> <p>Q: Because the existing bridge may not last through the construction period, is choosing both Options 1 and 4 a possibility? A: No. MIT would consider this if the piers were not in good condition.</p> <p>Q: Why is Option 1 being considered if the lifetime is so short? A: MIT needs to present all the options for fairness and comparison purposes.</p> | |
| <p>4.0</p> | <p>Comments</p> <ul style="list-style-type: none"> • Participant disagrees with Options 1 and 3 due to inevitable closure periods. DT characterized the possible closure lengths for clarity. • Participant indicated that diverting an entire area is too much trouble. Supportive of Option 4, explaining it has been a long time since money was spent in Lac du Bonnet. • The short lifespan associated with Options 1 and 2 is not worth money and time, as construction could last just as long as its lifespan. Option 3 or 4 is preferred. • Bad experience with Pinawa bridge construction, where not as many people were affected. • Clarification from MIT that Stantec was not the original designer. • Participant uses the bridge 12-15 times per day. PR520 must be safer before closure of the bridge. • ‘Band-aid’ repairs typically result in the same costs as a new bridge would. Therefore, Option 4 does not actually appear to be a large budget. | |

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| <p>5.0</p> | <p>PR520</p> <p>DT questioned whether fixing PR520 would potentially divert traffic around Lac du Bonnet and whether participants felt, if that were true, whether PR520 should be left as is. Responses were varied:</p> <ul style="list-style-type: none"> • Yes, if there is bridge closure. • No, it will hurt businesses. • No, get rid of it, build a winter road. • Not an option. (×2) <p>Q: Are there studies on how many people use PR 520? I noticed there was a lot less this year compared to last. A: No.</p> <p>Q: Has the increased cost to improve PR520 been included? A: PR 520 may or may not be improved, based on the option chosen. Therefore the cost is undetermined.</p> <ul style="list-style-type: none"> • Comment on the rough condition of PR 520, reporting damaged windshields, fast oncoming traffic, and unsuitability for ambulances causing longer commutes. <ul style="list-style-type: none"> • Suggestion to budget for PR 520 before construction of the bridge, to alleviate traffic. | |
| <p>6.0</p> | <p>Other</p> <p>Q: What can we do as a community to help select the best option and move forward? A: MIT requires input on the possible impact of various potential closure periods. This information is very valuable to determine the final contract and design. General input on how to improve the project is appreciated.</p> <ul style="list-style-type: none"> • Comment: observation that a lot of money is being spent on road projects in the east side of Manitoba. There is a distinct separation between MIT and the east side highway projects - they seem to be on separate budgets. • Comment: appreciation of traffic light sensors. • Comment: concern for traffic on June 28th, 2014 (Canada Day Celebrations). MIT will work with RCMP. • Suggestion that the anticipated Public Meeting should be on the weekend - preferably Saturday. Possibly 2 dates for a larger turnout. | <p>DT to contact RCMP regarding June 28.</p> <p>DT to consider public meeting dates for a weekend.</p> |

Recorded by: Julia Toews

RECORD OF MEETING



Title: PR 313 Winnipeg River Bridge Rehabilitation

Date of Meeting: June 13, 2014

Time: 12:00PM

Location: Drifters Restaurant, Lac du Bonnet

In Attendance: Pat Ferens, Chemical Plant/Surface Operations Manager, Tantalum Mines
Russ Andrushuk, Inspector and Maintenance Engineer, MIT
Donovan Toews, Landmark Planning
Morgan Vespa, Landmark Planning

| Item | Description | Action By |
|------|--|-----------|
| 1.0 | <p>Introduction and Project Overview</p> <ul style="list-style-type: none">• DT provided an overview of the current status of the bridge project including early identified options: <p>Option 1: Replace damage. Smallest cost, shortest lifespan.</p> <p>Option 2: Extensive rehabilitation. Larger cost, will last up to 40 more years.</p> <p>Option 3: Construct new bridge on existing piers. Larger cost, gives 40+ years, may require a small closure period to traffic.</p> <p>Option 4: Entirely new bridge beside old. Very large cost, gives 75 more years, no closure periods.</p> | |

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| <p>2.0</p> | <p>Tantalum Operations</p> <ul style="list-style-type: none"> • Tantalum generally runs a 24 hour, 7 days a week operation • Two trucks daily (1800-2000kg per load) • American outbound shipments occur 4-5 times per month • Shipping out product, 3 trucks per week • Approximately 80 employees | |
| <p>3.0</p> | <p>Specific Comments</p> <ul style="list-style-type: none"> • PR520 is not usable during certain times of the year, due to its unstable condition. • PR211 use depends on the road restrictions. • Consider spring road restrictions on both PR520 and PR211 - reduced to 65% access. <p>Q: Is there flexibility with the timing of gravel truck deliveries? A: There are restrictions for drivers during an 8 hour work day, as they must be at the bridge by 8am to make the trip to Winnipeg and back.</p> <p>Q: Is stock-piling possible? A: Not really, this is a storage issue. Trucks require daily access because the materials require heated indoor storage and space is limited.</p> | <p>DT to research spring road restrictions</p> |
| <p>4.0</p> | <p>Notification</p> <p>Q: How much notice will be provided regarding closures? A: Substantial notice will be provided.</p> | |

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| 5.0 | Next Steps <ul style="list-style-type: none">• DT to keep Tantalum Mines informed of on-going project decision-making leading up to November 2014. | |
| | | Recorded by: Morgan Vespa |

RECORD OF MEETING



Title: PR 313 Winnipeg River Bridge Rehabilitation

Date of Meeting: June 24, 2014

Time: 9:00AM-10:00AM

Location: Sunova Centre, Selkirk, MB

In Attendance: Gary Dandeneau, Lac du Bonnet Health Centre
Donovan Toews, Landmark Planning
Julia Toews, Landmark Planning

| Item | Description | Action By |
|------|---|---|
| 1.0 | <p>Introduction and Project Overview</p> <ul style="list-style-type: none">DT provided an overview of the current status of the bridge project including early identified options (subject to change): <p>Option 1: Replace damage. Smallest cost, shortest lifespan.</p> <p>Option 2: Extensive rehabilitation. Larger cost, will last up to 40 more years.</p> <p>Option 3: Construct new bridge on existing piers. Larger cost, gives 40+ years, may require a small closure period to traffic.</p> <p>Option 4: Entirely new bridge beside old. Very large cost, gives 75 more years, no closure periods.</p> <ul style="list-style-type: none">DT explained how the signals on the bridge currently operate | GD to involve Disaster Management representatives |

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| <p>2.0</p> | <p>Concerns - Impact, Solutions</p> <ul style="list-style-type: none"> • GD commented on dependence of the bridge for: <ul style="list-style-type: none"> - Lac du Bonnet Health Centre and Personal Care - Beausejour Health Centre and Personal Care - Pinawa Health Centre - Pine Falls Health Centre • Concern for possible detour of emergency vehicles - must dispatch from other units • Any option that includes no closures is best, however in the case of closure, alternate emergency dispatchers could be assigned to cover the East and West side of the Winnipeg River • Winter would be the most preferred time for closure if required • Lac du Bonnet Health Centre has 80 beds in Lac du Bonnet • Many large semi-trucks come generally from the southwest to cross the bridge daily: couriers, laundry, food, medical supplies, oxygen tanks, etc. • Deliveries normally originate out of Winnipeg • The heaviest/longest trucks used for delivery are approximately 40 feet and between 40-80,000 kilograms (to be confirmed) • Option 3 and 4 would be best for the long term, due to longer life span so long as the closure implications can be properly managed | <p>GD to discuss with MS branch about alternate dispatchers and possibility of a winter road</p> <p>GD to research impact of closure on delivery routes</p> <p>GD to advise on heaviest truck delivery weight</p> |
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| <p>3.0</p> | <p>Comments - Winter Road</p> <ul style="list-style-type: none"> • GD commented that a winter road would be helpful if feasible from January to February due to safest ice conditions • DT explained that MIT would consider a winter road, however whether it is feasible will need to be determined • Importance of bridge to Home Care highlighted • DT asked if there is a regular working relationship between the Health Centres and the Fire Department or RCMP. GD responded generally not, only for inspection purposes • GD communicated no opposition to any Option, provided a suitable temporary alternative can be established | |
| <p>4.0</p> | <p>Next Steps</p> <ul style="list-style-type: none"> • DT requested that any other considerations from the LdB Health Centre's perspective to be communicated within the next month | <p>GD to communicate any further considerations</p> <p>DT to forward a copy of the presentation</p> |
| | | <p>Recorded by: Julia Toews</p> |

RECORD OF MEETING



Title: PR 313 Winnipeg River Bridge Rehabilitation
Date of Meeting: June 24, 2014
Time: 12:00PM-12:45PM
Location: RM of Alexander, St. Georges, MB
In Attendance: Ed Arnold, Reeve, RM of Alexander
Bill Sinclair, Public Works Manager, RM of Alexander
Michele Stefaniuk, Assistant CAO, RM of Alexander
Cheryhl Corrie, Councillor, RM of Alexander
Alvin Yosyk, Councillor, RM of Alexander
Kim Robertson, Councillor, RM of Alexander
Mac Kinghorn, Councillor, RM of Alexander
Scott Spicer, CAO, RM of Alexander
Ruth Eden, Director of Structures, MIT
Donovan Toews, Landmark Planning
Julia Toews, Landmark Planning

| Item | Description | Action By |
|------|--|-----------|
| 1.0 | <p>Introduction and Project Overview</p> <ul style="list-style-type: none">• DT provided an overview of the current status of the bridge project including early identified options (subject to change): <p>Option 1: Replace damage. Smallest cost, shortest lifespan.</p> <p>Option 2: Extensive rehabilitation. Larger cost, will last up to 40 more years.</p> <p>Option 3: Construct new bridge on existing piers. Larger cost, gives 40+ years, may require a small closure period to traffic.</p> <p>Option 4: Entirely new bridge beside old. Very large cost, gives 75 more years, no closure periods.</p> <ul style="list-style-type: none">• DT commented that the bridge signals are currently operating well.• The Councilors made informal calculations for the cost per year for each Option. | |

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| <p>2.0</p> | <p>Questions - Project Specifics</p> <p>Q: Does MIT prioritize the province’s bridges? Where does the PR313 bridge rank among such a list? A: RE advised that the PR313 bridge is prioritized over other bridges in the province, as it is only one of three bridges connecting the East and West over the Winnipeg River.</p> <ul style="list-style-type: none"> • RE explained that Stantec makes recommendations to MIT, MIT considers the recommendations and when appropriate, MIT’s recommendation is then taken to the government. <p>Q: Was deterioration caused by heavy trucks crossing from Point du Bois? A: There are load restrictions on the bridge which should have prevented any damage to the bridge, provided the loads were legal loads.</p> <ul style="list-style-type: none"> • RE advised there are diligent enforcement officers watching for over-capacity loads. <p>Q: Will Manitoba Hydro assist with funding? A: No</p> <p>Q: Will the bridge be widened? A: Yes, depending on the option chosen.</p> <p>Q: Are contractors selected based on their history of accurate construction period predictions? A: Yes, that is a factor.</p> <p>Q: What if the environmental regulations change 20 years from now? A: New environmental regulations do not apply to existing structures, only new.</p> | |
| <p>3.0</p> | <p>Construction Timeframe</p> <ul style="list-style-type: none"> • Council expressed a concern for inaccurate construction timelines in the past. RE explained that a pre-construction investigation promises certainty on predicted cost and schedule. • DT reiterated proposed construction timeframes for clarification. | |

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| 4.0 | Business Impact <ul style="list-style-type: none"> • Concern for business hardship in Lac du Bonnet, as a temporary detour during a closure might cause commuters to bypass business • Repairing PR520 could be detrimental to business, as commuters might prefer PR520 even after completion of the bridge project | |
| 5.0 | Winter Road <ul style="list-style-type: none"> • Suggestion to repair half the bridge during the first winter, and the other half during the second winter, while providing a winter road alongside the bridge • Divided opinion regarding the functionality of a winter road • RE stated if a winter road were selected, it would be located south of the bridge • Concern for additional cost of construction during the winter • Many councillors indicated that the inconvenience of construction would be better than no bridge at all | DT to post presentation on website |
| 6.0 | Next Steps DT to forward a notice for an open house and to keep the RM apprised. | RM to circulate newsletters to its constituents |
| | | Recorded by: Julia Toews |

RECORD OF MEETING



Title: PR 313 Winnipeg River Bridge Rehabilitation
Date of Meeting: July 14, 2014
Time: 10:00-11:00am
Location: Landmark Planning & Design, 298 Waterfront Drive, Winnipeg, MB
In Attendance: Marc Wankling, Senior Property Advisor, Manitoba Hydro
Donovan Toews, Landmark Planning

| Item | Description | Action By |
|------|---|-----------|
| 1.0 | <p>Introduction and Project Overview</p> <ul style="list-style-type: none">DT provided an overview of the current status of the bridge project including early identified options (subject to change): <p>Option 1: Replace damage. Smallest cost, shortest lifespan.</p> <p>Option 2: Extensive rehabilitation. Larger cost, will last up to 40 more years.</p> <p>Option 3: Construct new bridge on existing piers. Larger cost, gives 40+ years, may require a small closure period to traffic.</p> <p>Option 4: Entirely new bridge beside old. Very large cost, gives 75 more years, no closure periods.</p> <ul style="list-style-type: none">DT explained how the signals on the bridge currently operate | |

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| <p>2.0</p> | <p>Manitoba Hydro Operations</p> <ul style="list-style-type: none"> • There is ongoing rehabilitation at Pointe du Bois spillway that may have five more years of work • There are heavy loads transporting across the PR313 bridge regularly <ul style="list-style-type: none"> • Rock hauling • Granite from west of Winnipeg River • Crushed granite from Airport Road (2”-36”) • Hydro may be reconstructing the Slave Falls spillway, possibly over a period of five years including studies • There is ongoing work at Bird River • There is a switch station at Lee River east of PR313 bridge • There is a planned transmission line on new R.O.W. from Point du Bois to Seven Sisters • Miscellaneous other work and ongoing emergencies, studies (trees, etc.) • Stage 2 involve planners/engineers • Hydro owns land on both sides of the bridge (n/s) | |
| <p>3.0</p> | <p>Closure</p> <ul style="list-style-type: none"> • Must be the smallest possible length of time needed • There must be plenty of warning given to bridge users • Stock piling • If an ice road is constructed, MIT must deal with Hydro because of water storage rights • RM of Alexander may use an ice road <ul style="list-style-type: none"> - Contact either Scott Spicer or Michelle Stefaniuk | <p>DT to contact RM of Alexander re: ice crossing</p> |

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| 4.0 | Next Steps <ul style="list-style-type: none">• DT will keep Hydro informed of on-going project decision-making leading up to November 2014 | DT to forward a copy of the presentation to MW |
| | | Recorded by: Donovan Toews |

RECORD OF MEETING



Title: PR 313 Winnipeg River Bridge Rehabilitation
Date of Meeting: July 15, 2014
Time: 10:30AM-11:30AM
Location: Landmark Planning & Design, 298 Waterfront Drive
In Attendance: Gary Walker, Transportation Supervisor, Sunrise School Division
Donovan Toews, Landmark Planning
Julia Toews, Landmark Planning

| Item | Description | Action By |
|------|---|-----------|
| 1.0 | Introduction and Project Overview <ul style="list-style-type: none">DT provided an overview of the current status of the bridge project including early identified options: Option 1: Replace damage. Smallest cost, shortest lifespan. Option 2: Extensive rehabilitation. Larger cost, will last up to 40 more years. Option 3: Construct new bridge on existing piers. Larger cost, gives 40+ years, may require a small closure period to traffic. Option 4: Entirely new bridge beside old. Very large cost, gives 75 more years, no closure periods. | |

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| <p>2.0</p> | <p>Questions and Comments</p> <p>GW asked about the safety of the bridge in current condition. MIT is comfortable that the bridge is operating in a safe condition.</p> <p>Q: When is the next provincial election? A: 2015 - it will be important to be under construction by then, although a new government should be supportive of the project.</p> <p>Q: Does MIT have a recommendation yet? A: The options will be evaluated in August and finalized in October.</p> <p>Q: What about using a van instead of a bus for smaller loads? A: Sunrise School Division mechanics are generally against this idea, as a large bus is much safer in the event of an accident.</p> | |
| <p>3.0</p> | <p>Sunrise School Division (SSD) Transportation</p> <ul style="list-style-type: none"> • Two schools are located in the area: Centennial School (K-6), • Lac du Bonnet Senior (7-12) • 83% of students use school busses • 87 busses transporting 4000 students twice a day • 3 busses provide transport east of Winnipeg River • Provincial guidelines require that the division makes maximal efforts to restrict a student's commute time to one hour maximum, with exceptions • Students from Powerview transfer busses in St. Georges • Close to 100 students would be affected by a closure (estimated) | |

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| 4.0 | <p>Closure Period Possibilities</p> <p>Q: If a closure period could not be avoided, what would be the least most impacting times?</p> <p>A: Best periods for closure:</p> <ul style="list-style-type: none"> • July, August, or Spring Break • The first two weeks of September • The last two weeks of June • Long weekends with professional development days added to either end <ul style="list-style-type: none"> • GW stated that in the case of a closure, parents of students would have the option to drive their children to school • The SSD understands that a new bridge is important and working around construction constraints may be necessary. | GW to research all dates of school holiday |
| 5.0 | <p>Next Steps</p> <ul style="list-style-type: none"> • GW to provide dates of school holidays, more information on ideal closure periods, and the number of busses affected by such a closure. | GW to advise regarding the number of busses affected |
| | | Recorded by: Julia Toews |

APPENDIX B
PUBLIC OPEN HOUSE DISPLAY BOARDS
(Round 1)

Winnipeg River Bridge on PR313 at Lac du Bonnet

PUBLIC OPEN HOUSE

.....

Saturday, July 19, 2014 and
Tuesday, July 22, 2014

Manitoba 

WELCOME

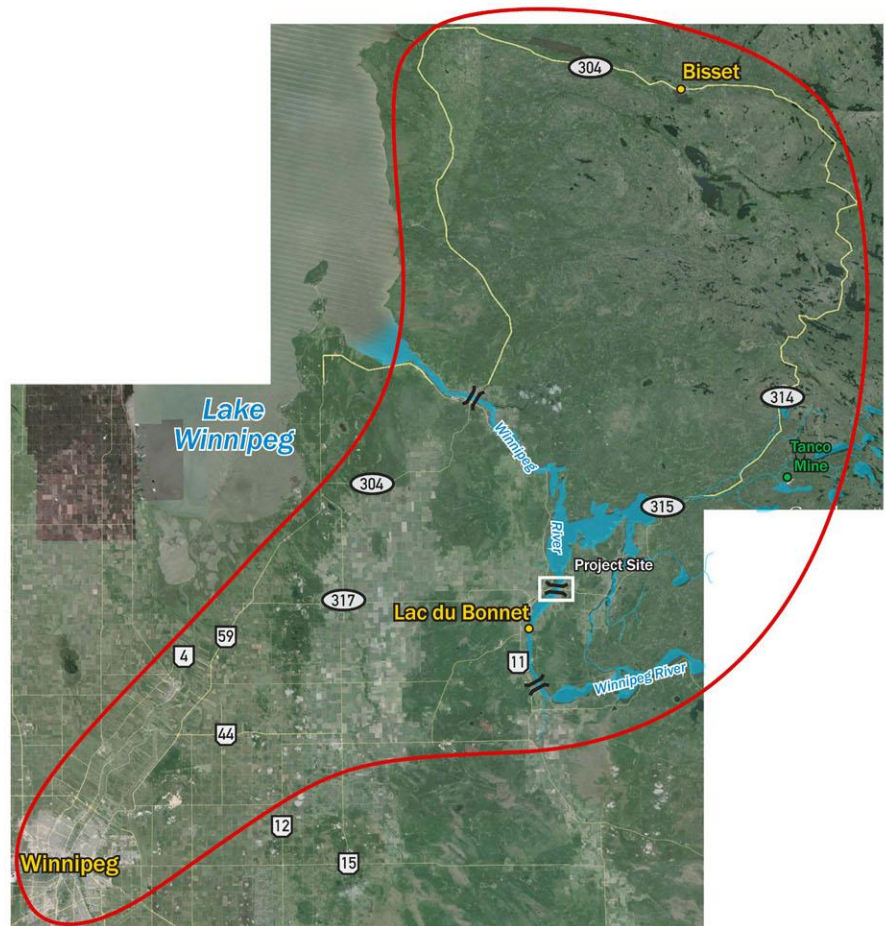
The information displayed around the room will help explain the project

- Please feel free to view the information and speak with anyone wearing a name tag with questions, concerns or thoughts you may have.
- The project team has been speaking with stakeholder groups such as emergency services, business interests, Town and RM Councils, and health care providers, among others to hear how the project might affect them and what can be done to address any concerns.
- Our goal for today is to explain the project and provide an opportunity to answer questions and listen to any feedback you may have.
- Before leaving, please take a minute or two to fill out a comment sheet.

Thank you

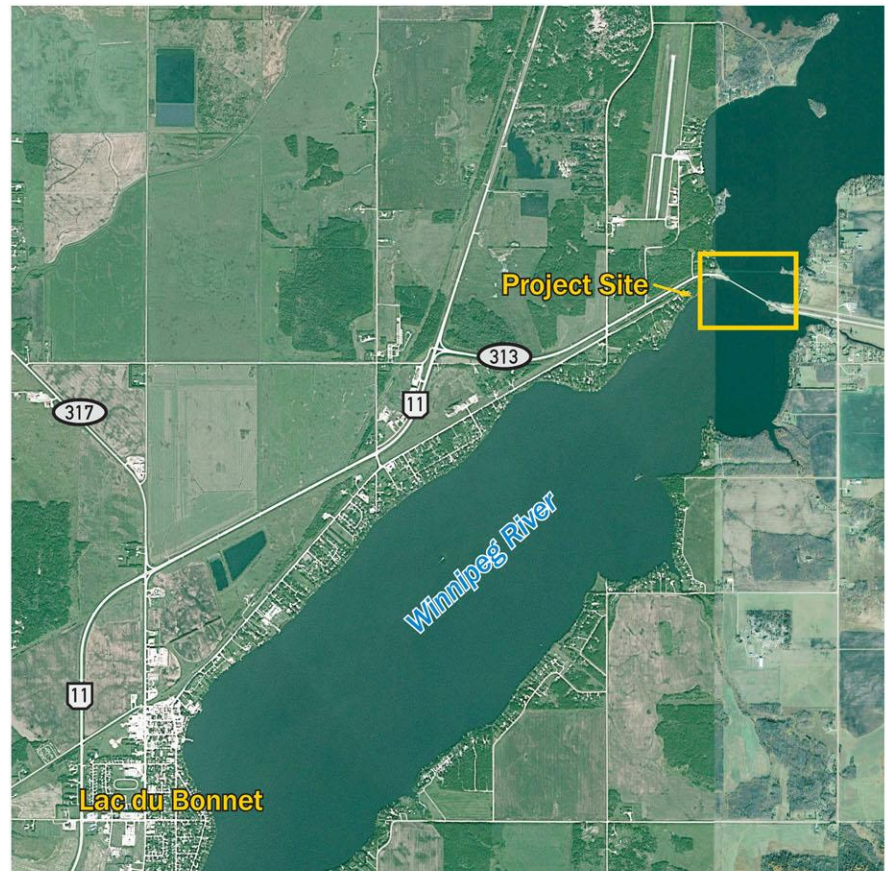
REGIONAL CONTEXT

- This slide illustrates the large geographic area that may have an interest in the bridge, ranging from Winnipeg to Bisset.
- There are only three bridges that cross the Winnipeg River and only two that provide access to northern parts of this region.

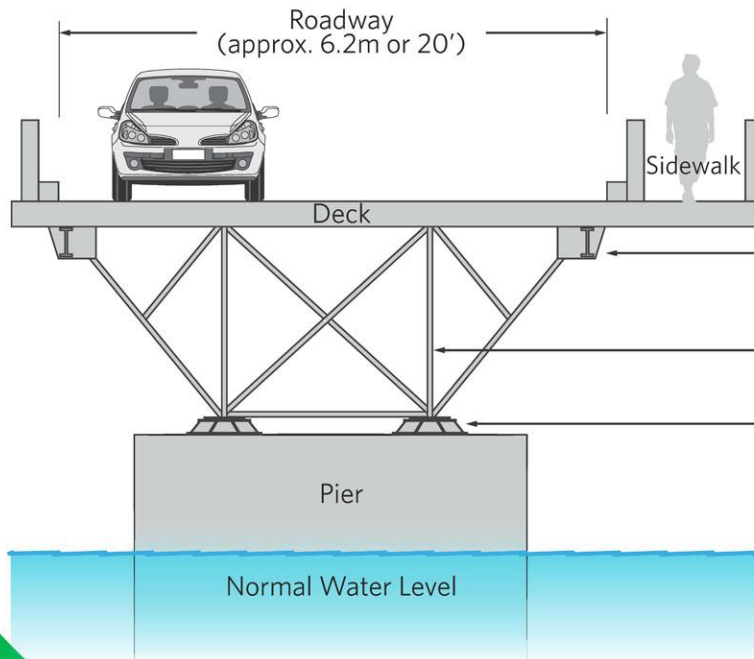


LOCAL AREA

- This slide illustrates the area in the immediate vicinity of the bridge.
- The bridge provides access to local residents and businesses, the mining industry, agricultural operations, cottagers and many others. Manitoba Infrastructure and Transportation (MIT) is committed to working expeditiously to have this bridge repaired and re-opened to normal operation as soon as possible.



EXISTING BRIDGE CROSS SECTION



This diagram illustrates the bridge in a simplified form. The northerly edge beam is severely deteriorated, which is the main reason for closure of the westbound lane.

Edge Beam (deteriorated on north side)

Main Girder

Bearing

Pier

Normal Water Level

Deck

Sidewalk

Roadway
(approx. 6.2m or 20')

PURPOSE AND NEED

- The Winnipeg River Bridge on PR313 was originally constructed in 1930 as a trolley and vehicle bridge. Since then, it has been modified and repaired several times - in 1958, 1965 and 1994.
- The steel edge beams along the north side of the bridge are severely deteriorated. For safety reasons, MIT closed the north lane of the bridge, and implemented single lane signalized traffic along the south side of the bridge.



The northerly edge beam is severely deteriorated.

FINDINGS OF THE CONDITION SURVEY

- Stantec Ltd. has undertaken a detailed condition survey of the bridge.
- Operating the bridge in its current condition and configuration does not pose a safety risk with respect to bridge stability.
- The river piers and abutments are generally in good condition.

CURRENT STATUS

- Stantec Ltd. is working on a preliminary design of rehabilitation alternatives to extend the service life of the bridge.
- MIT has also retained Landmark Planning & Design Inc. to assist with stakeholder and public engagement.
 - Input from stakeholders will assist the project team in making decisions and recommendations.
- Over the next three months, we will continue meeting with stakeholders and the general public to discuss this project.
- The input will be used to:
 - assist the study team in identifying and refining rehabilitation alternatives
 - selecting a preferred alternative
 - minimize impact to a diverse group of stakeholders

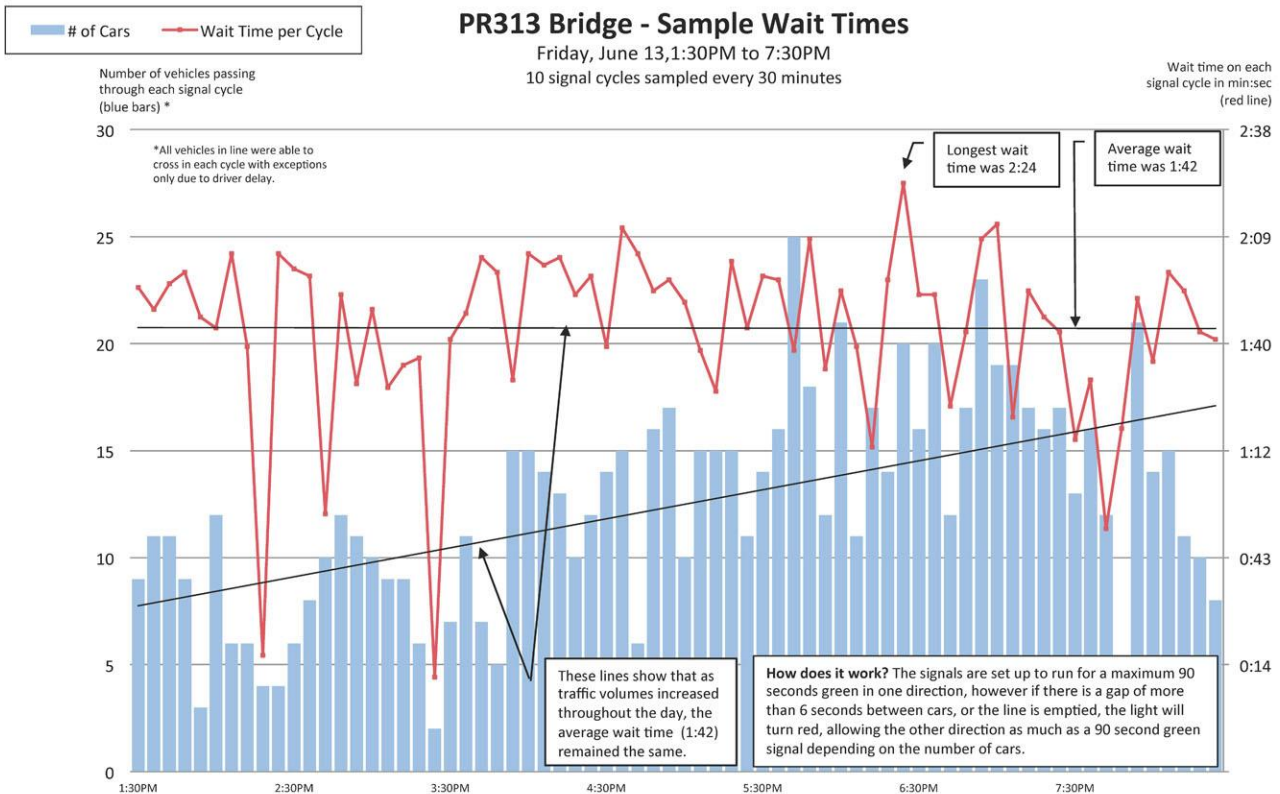
REHABILITATION NEEDS

- The steel girders will need extensive repairs and strengthening.
- Replacement may be required, depending on life cycle cost analysis.
- The bridge deck is in poor condition.
- The roadways approaching the bridge may need minor upgrades.

TRAFFIC SIGNAL OPERATION

PR313 Bridge - Sample Wait Times

Friday, June 13, 1:30PM to 7:30PM
10 signal cycles sampled every 30 minutes



TRAFFIC SIGNAL OPERATION

- In general, there is a 40 second time period to allow vehicles to clear the bridge - before the green signal appears for the opposite direction.
- Sensors at each end of the bridge now allow for a longer line of cars to pass through (for as long as 90 seconds).
- These sensors also detect the end of a short line, and quickly terminate the green cycle in that direction (if there is a six second gap, the lights will turn red in that direction).
- These adjustments have made a significant difference to reducing the overall delay at busy times.
- Average wait time has been reduced to levels typically seen at signalized intersections across the province.
- MIT will continue to monitor the effectiveness of the signals and make adjustments as required.

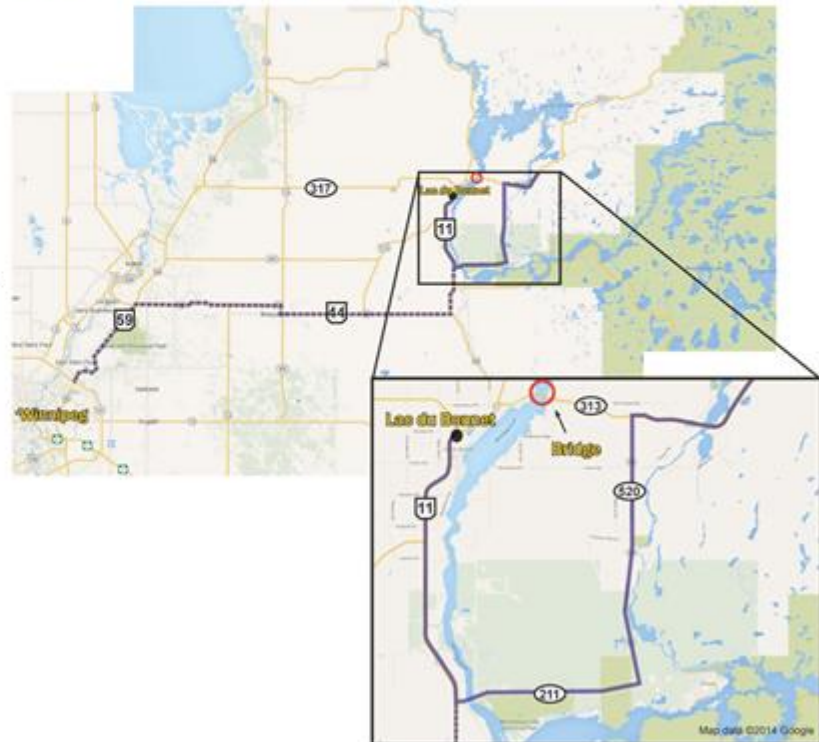
OPTION EVALUATION

Currently, a series of options are being examined ranging from replacing the failing bridge components, to constructing a new bridge

- **Option 1:** Replace Damaged Bridge Components
- **Option 2:** Extensive Rehabilitation
- **Option 3:** Construct New Bridge on Existing Piers
- **Option 4:** Construct New Bridge on New Alignment

ALTERNATIVE ROUTE ACROSS WINNIPEG RIVER

- This slide illustrates an alternative roadway connection in the event the bridge would need to be closed for any period of time.
- MIT is making every effort to ensure that at least one lane of the bridge can remain open at all times during repair/reconstruction.
- If PR520 is required as an alternative route during any brief closure period, it will likely need some form of enhanced maintenance and dust control
- MIT is analysing whether an ice road connection is viable in the event a short bridge closure is needed



OPTION 1: REPLACE DAMAGED BRIDGE

| | |
|----------------------------------|--|
| Description | Only the critically deteriorated components would be replaced. These include: edge beams and all knee braces along north side, some Connection plates etc. |
| Bridge Closure Periods | One lane closed through the construction period |
| Construction Duration | 12 months |
| Environmental Approvals | Working over water: Transport Canada, Fisheries |
| Resulting Bridge Lifespan | 10 more years |
| Initial Construction Cost | \$10-15M (lifecycle costs TBD) |

OPTION 2: EXTENSIVE REHABILITATION

| | |
|----------------------------------|--|
| Description | Would include all Option 1 items plus, bearing replacement, girder rust pack cleaning and significant strengthening measures; blast and re-coat entire structure and deck repairs. |
| Bridge Closure Periods | One lane closed through the construction period |
| Construction Duration | 16 months |
| Environmental Approvals | Working over water: Transport Canada, Fisheries |
| Resulting Bridge Lifespan | Up to 40 years |
| Initial Construction Cost | \$15-20M (lifecycle costs TBD) |

OPTION 3: CONSTRUCT NEW BRIDGE ON EXISTING PIERS

| | |
|----------------------------------|---|
| Description | A new bridge would be constructed on the existing piers. Additional girders added and possible replacement of two existing girders, bridge widening and deck replacement. |
| Bridge Closure Periods | One lane closed through the construction period with the possibility of full closure for some periods of time. |
| Construction Duration | 16-24 months |
| Environmental Approvals | Working over water: Transport Canada, Fisheries |
| Resulting Bridge Lifespan | More than 40 years |
| Initial Construction Cost | \$20-30M (lifecycle costs TBD) |

OPTION 4: CONSTRUCT NEW BRIDGE ON NEW ALIGNMENT

| | |
|----------------------------------|---|
| Description | A new bridge would be constructed on new piers built on the lake bed, beside the existing bridge. |
| Bridge Closure Periods | One lane closed through the construction period. |
| Construction Duration | three-to-five years |
| Environmental Approvals | Requires environmental approvals. Time period for approvals approximately 1 year, land acquisition, new approach alignment etc. |
| Resulting Bridge Lifespan | 75 years |
| Initial Construction Cost | \$80-120M |

OPTION EVALUATION



Currently, a series of options are being examined ranging from replacing the failing bridge components, to constructing a new bridge.

| | Option 1 Replace Damaged Bridge Components | Option 2 Extensive Rehabilitation | Option 3 Construct New Bridge on Existing Piers | Option 4 Construct New Bridge on New Alignment |
|----------------------------------|--|--|---|---|
| Description | Only the critically deteriorated components would be replaced. These include: edge beams and all knee braces along north side, some Connection plates etc. | Would include all Option 1 items plus, bearing replacement, girder rust pack cleaning and significant strengthening measures; blast and re-coat entire structure and deck repairs. | A new bridge would be constructed on the existing piers. Additional girders added and possible replacement of two existing girders, bridge widening and deck replacement. | A new bridge would be constructed on new piers built on the lake bed, beside the existing bridge. |
| Bridge Closure Periods | One lane closed through the construction period | One lane closed through the construction period | One lane closed through the construction period with the possibility of full closure for some periods of time. | One lane closed through the construction period. |
| Construction Duration | 12 months | 16 months | 16-24 months | three-to-five years |
| Environmental Approvals | Working over water: Transport Canada, Fisheries | Working over water: Transport Canada, Fisheries | Working over water: Transport Canada, Fisheries | Requires environmental approvals. Time period for approvals approximately 1 year, land acquisition, new approach alignment etc. |
| Resulting Bridge Lifespan | 10 more years | Up to 40 years | More than 40 years | 75 years |
| Initial Construction Cost | \$10-15M (lifecycle costs TBD) | \$15-20M (lifecycle costs TBD) | \$20-30M (lifecycle costs TBD) | \$80-120M |

TIMING

| | |
|--|--|
| Initiated November 2013 – November 2014 | Complete a detailed condition survey of the bridge and develop viable rehabilitation alternatives |
| May 2014 – October 2014 | Conduct stakeholder meetings and Public information sessions |
| November 2014 | Select a preferred rehabilitation strategy |
| November 2014 – May 2015 | Prepare a detailed design of the bridge rehabilitation |
| Summer/Fall 2015 – 2016 | Begin construction |
| | If Option 4 is selected, construction would likely begin in 2016 or 2017 and would require three years to construct. |

THANK YOU

Our next steps will be to:

- Review the feedback provided
- Evaluate the options and select a preferred option
- Conduct further stakeholder and public meetings in the Fall to review the preferred option
- Respond to questions as they arise
- Issue a construction tender
- Carry out construction

Thank you for attending this information session.

Please feel free to fill out a comment sheet before you leave.

Contact information:

Ruth J. Eden, M.Sc., P.Eng.
Director of Structures Design and
Construction Branch
Manitoba Infrastructure and
Transportation
Phone: 204-945-5058
Email: ruth.eden@gov.mb.ca

Project Website:

[http://www.gov.mb.ca/mit/wcs/
constructionproj.html](http://www.gov.mb.ca/mit/wcs/constructionproj.html)

APPENDIX C
PUBLIC OPEN HOUSE
RESPONDENT FEEDBACK FORM
(Round 1)

COMMENT SHEET

Winnipeg River Bridge on PR 313 at Lac du Bonnet

Saturday, July 19, 2014 or Tuesday, July 22, 2014

1. Please check all that apply:

- I live in or near Lac du Bonnet
- I have a business in or near Lac du Bonnet
- I use the bridge to get to my cottage east of the Winnipeg River
- Other: _____

2. I use this bridge:

- At least one a day
- At least once a week
- Less than once a week

3. Do you have any comments concerning the four preliminary options for the bridge?

4. PR 313 Bridge may require closure during the construction period. If the closure(s) were very short when would be the best time to close it?

5. Is there additional information you would have found helpful at this Open House?

- Yes No

Please explain: _____

Please provide your contact information (email or phone) if you wish to be contacted or notified further:

APPENDIX D
PUBLIC OPEN HOUSE DISPLAY BOARDS
(Round 2)

Winnipeg River Bridge on PR313 at Lac du Bonnet PUBLIC OPEN HOUSE

.....

Tuesday, October 28, 2014 and
Wednesday, October 29, 2014

Manitoba 

WELCOME

The information displayed around the room will help explain the project

- Please feel free to view the information and speak with anyone wearing a name tag with questions, concerns or thoughts you may have.
- The project team has been speaking with stakeholder groups such as emergency services, business interests, Town and RM Councils, and health care providers, among others to hear how the project might affect them and what can be done to address any concerns.
- Our goal for today is to explain the preferred bridge option, provide an opportunity to answer questions and listen to any feedback you may have.
- Before leaving, please take a minute or two to fill out a comment sheet.

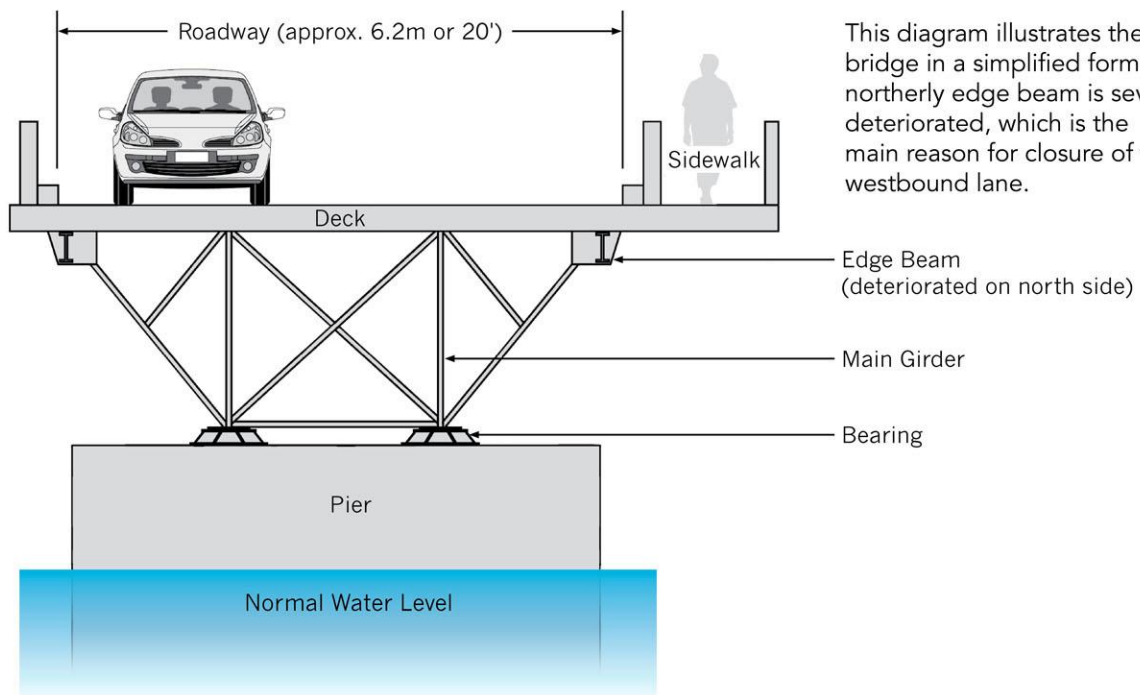
Thank you

LOCAL AREA

- This slide illustrates the area in the immediate vicinity of the bridge.
- The bridge provides access to local residents and businesses, the mining industry, agricultural operations, cottagers and many others. Manitoba Infrastructure and Transportation (MIT) is committed to working expeditiously to have this bridge repaired and re-opened to normal operation as soon as possible.



EXISTING BRIDGE CROSS SECTION



This diagram illustrates the bridge in a simplified form. The northerly edge beam is severely deteriorated, which is the main reason for closure of the westbound lane.

PURPOSE AND NEED

- The Winnipeg River Bridge on PR313 was originally constructed in 1930 as a trolley and vehicle bridge. Since then, it has been modified and repaired several times - in 1958, 1965 and 1994.
- The steel edge beams along the north side of the bridge are severely deteriorated. For safety reasons, MIT closed the north lane of the bridge, and implemented single lane signalized traffic along the south side of the bridge.



The northerly edge beam is severely deteriorated.

FINDINGS OF THE CONDITION SURVEY

- Stantec Ltd. has undertaken a detailed condition survey of the bridge.
- Operating the bridge in its current condition and configuration does not pose a safety risk with respect to bridge stability.
- The river piers and abutments are generally in good condition.
- The steel girders require extensive repairs and strengthening to extend their lifespan.
- The bridge deck is in poor condition.

CURRENT STATUS

- The study team prepared a preliminary design of rehabilitation alternatives to extend the service life of the bridge.
- The study team has been meeting with project stakeholders. Input from stakeholders is being used to assist the project team in making decisions and recommendations, and to minimize impact to a diverse group of stakeholders.
- Public open houses were held in July 2014 in order to present bridge alternatives
- The study team has conducted an evaluation of alternatives, and has identified a preferred alternative.

OPTION EVALUATION

A series of options have been examined ranging from replacing the failing bridge components, to constructing a new bridge:

- **Option 1:** Replace Damaged Bridge Components
- **Option 2:** Extensive Rehabilitation
- **Option 3:** Construct New Bridge on Existing Piers
- **Option 4:** Construct New Bridge on New Alignment

OPTION 1: REPLACE DAMAGED BRIDGE

| | |
|----------------------------------|--|
| Description | Only the critically deteriorated components would be replaced. These include: edge beams and all knee braces along north side, some Connection plates etc. |
| Bridge Closure Periods | One lane closed through the construction period |
| Construction Duration | 12 months |
| Environmental Approvals | Working over water: Transport Canada, Fisheries |
| Resulting Bridge Lifespan | 10 more years |
| Initial Construction Cost | \$12.5M spent now, lifecycle costs after 75 years – net present value of \$80M |

OPTION 2: EXTENSIVE REHABILITATION

| | |
|----------------------------------|--|
| Description | Would include all Option 1 items plus, bearing replacement, girder rust pack cleaning and significant strengthening measures; blast and re-coat entire structure and deck repairs. |
| Bridge Closure Periods | One lane closed through the construction period |
| Construction Duration | 16 months |
| Environmental Approvals | Working over water: Transport Canada, Fisheries |
| Resulting Bridge Lifespan | Up to 40 years |
| Initial Construction Cost | \$17.5M spent now, lifecycle costs after 75 years – net present value of \$46M |

OPTION 3: CONSTRUCT NEW BRIDGE ON EXISTING PIERS

| | |
|----------------------------------|---|
| Description | A new bridge would be constructed on the existing piers. Additional girders added and possible replacement of two existing girders, bridge widening and deck replacement. |
| Bridge Closure Periods | One lane closed through the construction period with the possibility of full closure for some periods of time. |
| Construction Duration | 16-24 months |
| Environmental Approvals | Working over water: Transport Canada, Fisheries |
| Resulting Bridge Lifespan | More than 40 years |
| Initial Construction Cost | \$30M spent now, lifecycle costs after 75 years – net present value of \$49M |

OPTION 4: CONSTRUCT NEW BRIDGE ON NEW ALIGNMENT

| | |
|----------------------------------|---|
| Description | A new bridge would be constructed on new piers built on the lake bed, beside the existing bridge. |
| Bridge Closure Periods | One lane closed through the construction period. |
| Construction Duration | Three-to-five years |
| Environmental Approvals | Requires environmental approvals. Time period for approvals approximately 1 year, land acquisition, new approach alignment etc. |
| Resulting Bridge Lifespan | 75 years |
| Initial Construction Cost | \$85M spent now, lifecycle costs after 75 years – net present value of \$85M |

EARLY CONSIDERATIONS



This display board provides a summary of the early considerations for each bridge option.

| | Option 1 Replace Damaged Bridge Components | Option 2 Extensive Rehabilitation | Option 3 Construct New Bridge on Existing Piers | Option 4 Construct New Bridge on New Alignment |
|----------------------------------|--|--|---|---|
| Description | Only the critically deteriorated components would be replaced. These include: edge beams and all knee braces along north side, some Connection plates etc. | Would include all Option 1 items plus, bearing replacement, girder rust pack cleaning and significant strengthening measures; blast and re-coat entire structure and deck repairs. | A new bridge would be constructed on the existing piers. Additional girders added and possible replacement of two existing girders, bridge widening and deck replacement. | A new bridge would be constructed on new piers built on the lake bed, beside the existing bridge. |
| Bridge Closure Periods | One lane closed through the construction period. | One lane closed through the construction period. | One lane closed through the construction period with the possibility of full closure for some periods of time. | One lane closed through the construction period. |
| Construction Duration | 12 months | 16 months | 16-24 months | Three-to-five years |
| Environmental Approvals | Working over water: Transport Canada, Fisheries | Working over water: Transport Canada, Fisheries | Working over water: Transport Canada, Fisheries | Requires environmental approvals. Time period for approvals approximately 1 year, land acquisition, new approach alignment etc. |
| Resulting Bridge Lifespan | 10 more years | Up to 40 years | More than 40 years | 75 years |
| Initial Construction Cost | \$12.5M (lifecycle costs \$80M) | \$17.5M (lifecycle costs \$46M) | \$30M (lifecycle costs \$49M) | \$85M (lifecycle costs \$85M) |

OPTION EVALUATION



- The study team evaluated the options based on the criteria noted in the chart on the next display board.
- This evaluation was then tested against the stakeholder input that was gathered.
- Option 3 and Option 4 emerged as the best options.
- Option 3 was given preference for the following reasons:
 - Option 3 and Option 4 will provide exactly the same user experience (i.e. identical deck cross-section).
 - Option 3 makes use of the existing piers, which are in good condition and will last a minimum of 40 years.
 - The life cycle costing of Option 4 is much greater than Option 3.
 - The disruptions to public travel on the bridge will be much shorter with option 3 than Option 4.
 - Full closure of the bridge and construction delays may be needed with Option 4 to do repairs before the new bridge would be opened to traffic.
 - The negative impact of a closure period associated with Option 3 can be mitigated by keeping the period short and scheduling it in the winter.
 - Funding for Option 4 is not feasible considering all the infrastructure demands throughout the Province.
- MIT will conduct further testing of the existing piers, to confirm the anticipated lifespan and any strengthening that may be required to ensure that lifespan is feasible.

OPTION EVALUATION



These blue circles illustrate where Option 3 and Option 4 are different from each other.

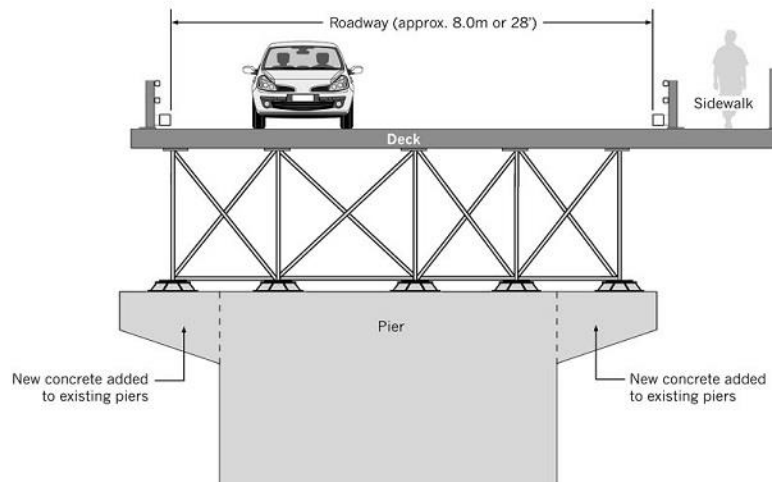
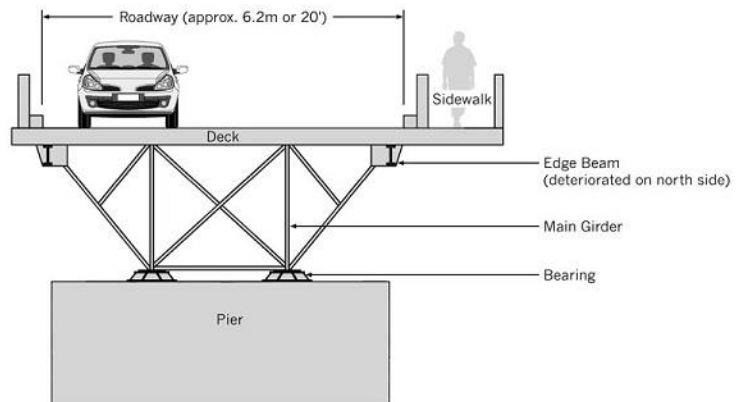


| Evaluation Criteria | | Description | Option 1 Repair | Option 2 Rehabilitate | Option 3 New Bridge Existing Piers | Option 4 New Bridge New Alignment |
|---------------------|-------------------------|---|---------------------------------|--|---|--|
| Safety | | Improved safety of the motor vehicle and pedestrian travel | Lane width narrow | Lane width narrow | Deck width increases | Deck width increases |
| Functionality | | Bridge operates effectively for vehicles and pedestrians | No change to deck cross section | No change to deck cross section | Better lane widths and pedestrian sidewalk | Better lane widths and pedestrian sidewalk |
| Loading | | Capacity to carry permitted overweight vehicles | No change | No change | Increase | Increase |
| Schedule | | Time required for project, including approvals | 12 months | 16 months | 2 years | 4-5 years |
| Lifespan | | Length of time solution is effective | 10 years | Up to 40 years | More than 40 years | 75 years |
| Constructability | Complexity of Project | Complexity of construction process | Minimal operational disturbance | Minimal operational disturbance | 2-3 week winter bridge closure | Working in water near existing bridge |
| | Staging of Construction | Staging challenges | Repairs to components | Poor-significant modifications to components | New deck and girders with only existing piers remaining | New bridge construction independent of existing bridge |
| Accessibility | During Construction | Ease of crossing during construction | One lane | One lane | One lane with short closure | One lane; long construction period with potential repairs needed |
| | Over Lifetime | Improved bridge design for access by cyclists, pedestrians, personal motor vehicles, and large vehicles/equipment | Deck width does not change | Deck width does not change | Deck width increases with a sidewalk provided | Deck width increases with a sidewalk provided |
| Cost | Current Project Cost | Current cost to construct the project, considering availability of funding | \$12.5M | \$17.5M | \$30M | \$85M |
| | Lifecycle Cost | Cost of constructing and maintaining the bridge throughout the design lifecycle | \$80M | \$46M | \$49M | \$85M |

PROPOSED CROSS SECTION



This illustration shows the Proposed Span Cross Section (below) new deck width is wider than the deck width in the Existing Cross Section (above).



PARTICIPANT FEEDBACK

- A series of stakeholder meetings and a public open house were held from May 2014 to July 2014.
- Participants were provided with project background information including the range of alternatives being examined.
- Participants were asked to provide feedback on those alternatives, including how they might be impacted by each alternative.
- A full consultation report is available on the project website at www.gov.mb.ca/mit/wcs/constructionproj.html

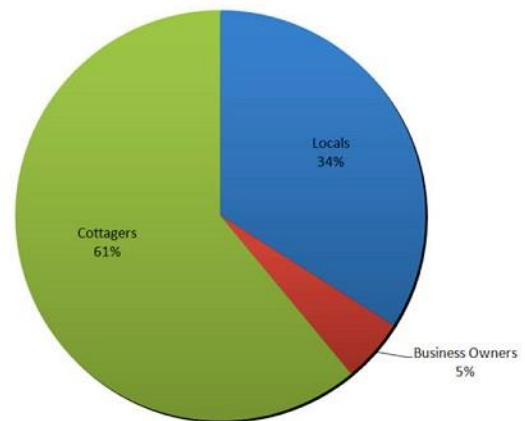


Chart 1: Participants in the Public Open House Events

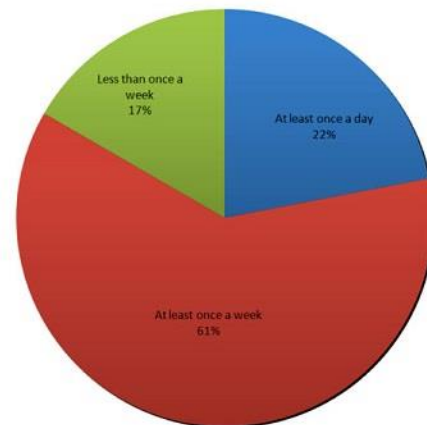


Chart 2: Participant's Use of Bridge

PARTICIPANT FEEDBACK

- Stakeholder groups such as the RCMP, Sunrise School Division, emergency services, Tanco Mine, Manitoba Hydro, Chamber of Commerce, and individual farmers, among others, provided specific feedback.
- Chart 3 illustrates that overall, public open house participants generally indicated a preference for Option 3.
- Chart 4 illustrates that cottagers particularly favoured Option 3 whereas other local residents and businesses favoured either Option 3 or Option 4.
- Chart 5 illustrates that participants generally felt if a bridge closure were required, winter would be the least impacting time to have it.

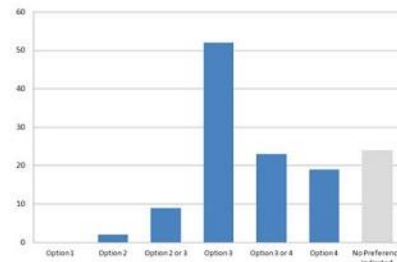


Chart 3: Option Preference

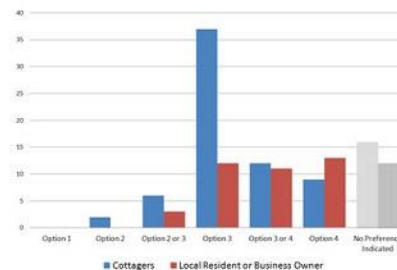


Chart 4: Cottager vs Local

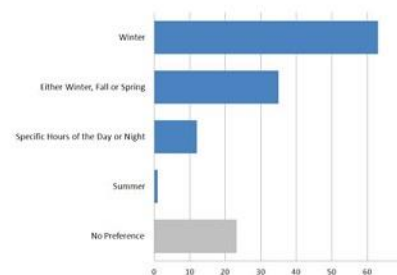


Chart 5: Closures

TIMING


| | |
|--------------------------------------|---|
| November 2013 – November 2014 | Complete a detailed condition survey of the bridge and develop viable rehabilitation alternatives |
| May 2014 – October 2014 | Conduct stakeholder meetings and Public information sessions |
| November 2014 | Finalize a preferred rehabilitation strategy and refine details concerning a closure period |
| December 2014 – July 2015 | Prepare a detailed design of the bridge rehabilitation |
| Summer/Fall 2015 – 2016 | Begin construction |



TRAFFIC SIGNAL OPERATION

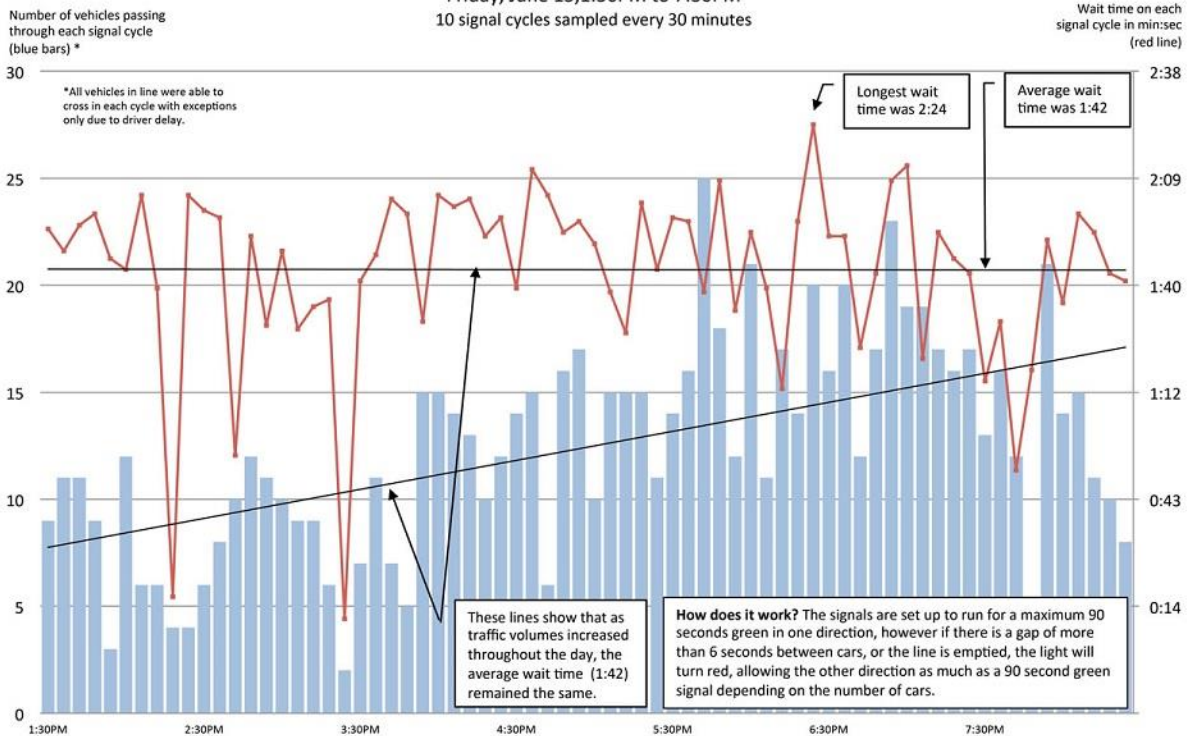
- In general, there is a 40 second time period to allow vehicles to clear the bridge - before the green signal appears for the opposite direction.
- Sensors at each end of the bridge now allow for a longer line of cars to pass through (for as long as 90 seconds).
- These sensors also detect the end of a short line, and quickly terminate the green cycle in that direction (if there is a six second gap, the lights will turn red in that direction).
- These adjustments have made a significant difference to reducing the overall delay at busy times.
- Average wait time has been reduced to levels typically seen at signalized intersections across the province.
- MIT will continue to monitor the effectiveness of the signals and make adjustments as required.

TRAFFIC SIGNAL OPERATION

 # of Cars  Wait Time per Cycle

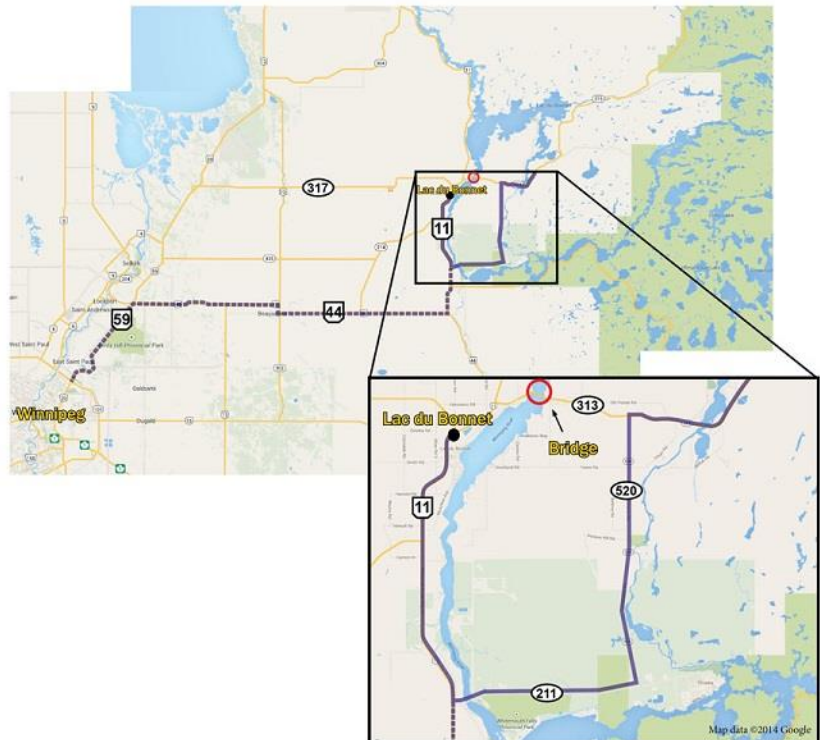
PR313 Bridge - Sample Wait Times

Friday, June 13, 1:30PM to 7:30PM
10 signal cycles sampled every 30 minutes



ALTERNATIVE ROUTE ACROSS WINNIPEG RIVER

- This slide illustrates an alternative roadway connection in the event the bridge would need to be closed for any period of time.
- MIT is making every effort to ensure that at least one lane of the bridge can remain open at all times during repair/reconstruction.
- If PR520 is required as an alternative route during any brief closure period, it will likely need some form of enhanced maintenance and dust control
- MIT is analysing whether an ice road connection is viable in the event a short bridge closure is needed



THANK YOU

Our next steps will be to:

- Review the feedback provided
- Conduct further Pier Testing
- Finalize and adjust the preferred option as required
- Respond to questions as they arise
- Issue a construction tender
- Carry out construction

Thank you for attending this information session.

Please feel free to fill out a comment sheet before you leave.

Contact Information:

Ruth J. Eden, M.Sc., P.Eng.
Director of Structures Design
and Construction Branch
Manitoba Infrastructure and
Transportation
Phone: 204-945-5058
Email: ruth.eden@gov.mb.ca

Project Website:

[www.gov.mb.ca/mit/wcs/
constructionproj.html](http://www.gov.mb.ca/mit/wcs/constructionproj.html)

APPENDIX E
PUBLIC OPEN HOUSE
RESPONDENT FEEDBACK FORM
(Round 2)

COMMENT SHEET

Winnipeg River Bridge on PR313 at Lac du Bonnet

Tuesday, October 28, 2014 or Wednesday, October 29, 2014

1. Please check all that apply:

- I live in or near Lac du Bonnet
- I have a business in or near Lac du Bonnet
- I use the bridge to get to my cottage east of the Winnipeg River
- Other: _____

2. I attended a previous meeting on this project

- Yes No

3. I use this bridge:

- At least one a day At least once a week Less than once a week

AND

- Mainly in the summer Mainly in the winter Year round

4. The preferred option would result in a new, wider bridge with a protected pedestrian sidewalk, constructed over a two-year period. Do you have any comments or concerns about this design choice?

5. The preferred option would include a 2-3 week closure of the bridge scheduled during the winter months. Do you have any concerns and if so how do you feel these concerns can be addressed?

6. Is there any other information or comments you wish to provide regarding this project?

7. Did you find this open house helpful?

- Yes No Somewhat

Please Explain: _____

Please provide your contact information (email or phone) if you wish to be contacted or notified further: _____



APPENDIX F
NOTIFICATION MATERIAL



Infrastructure and Transportation

Water Management and Structures
600 – 215 Garry Street
Winnipeg MB R3C 3P3 Canada
T 204-945-5058 F 204-945-4456
e-mail: Ruth.Eden@gov.mb.ca

May 30, 2014

[Tier 1 Stakeholder]
[Street Address]
[City, MB]
[Postal Code]

Dear [Stakeholder]

I am writing to invite you to meet with us regarding the Winnipeg River bridge on PR 313 at Lac du Bonnet. The westbound lane of the bridge was closed in August 2013 after regular inspections indicated a deteriorated structural component. Since that time MIT and its engineering consultant Stantec, have carried out a condition survey of the bridge and we are now evaluating options for rehabilitating the bridge.

One of the important evaluation criteria is how the various options may benefit or impact a diverse group of stakeholders that use this bridge. We would like to meet with your group to discuss your interests as they relate to this project. Our public consultation consultant, Donovan Toews from Landmark Planning & Design, will be contacting you the week of June 16th, in order to book a time that works for your group to meet with us in the last two weeks of June.

In the mean time, we have attached an information newsletter for your reference.

Sincerely,

Ruth Eden, M. Sc., P. Eng.
Director, Structures Design and Construction

Manitoba
spirited energy

PR 313 WINNIPEG RIVER BRIDGE MAJOR REHABILITATION

Purpose and Need

The Winnipeg River Bridge on PR 313 was originally constructed in 1930 as a trolley and vehicle bridge. Since then, it has been modified and repaired several times - in 1958, 1965 and 1994.

A regular detailed visual inspection in August 2013 identified structural issues with steel edge beams along the north side of the bridge. Due to safety reasons, MIT closed the north lane of the bridge, and imposed single lane signalized traffic along the south side of the bridge.



Severe deterioration of the edge beam on north side.

MIT engaged an engineering service provider, Stantec Ltd., to undertake a detailed condition survey of the entire bridge and complete a preliminary design of rehabilitation alternatives to extend the service life of the bridge.

MIT understands that this bridge is located on a vital transportation link to the east side of the Winnipeg River at Lac Du Bonnet. The bridge provides access to local residents and businesses, the mining industry, agricultural operations, cottagers and many others. MIT is committed to working expeditiously to have this bridge repaired and re-opened to normal operation as soon as possible.

Current Status

Stantec has evaluated the condition of the bridge and is in the process of developing viable rehabilitation options.

MIT has also retained a consultant firm to assist with the stakeholder and public consultation process. This process will collect input from stakeholders to assist the project team in making decisions and recommendations.

Findings of the Condition Survey

- Operating the bridge in its current condition (restricted single lane traffic on south side) does not pose a safety risk with respect to bridge stability.
- The river piers and abutments are generally in good condition.
- The steel girders will need extensive repairs and strengthening or possibly replacement (depending on life cycle cost analysis).
- The bridge deck requires full replacement.
- The roadways approaching the bridge will need minor upgrades.

Proposed Rehabilitation Alternatives

The study team has started to examine rehabilitation alternatives. The alternatives may involve partial or full closure of the bridge at specific periods of time. Currently, a series of options are being examined ranging from replacing the failing bridge components, to constructing a new bridge.

Anticipated Project Timing

The anticipated project timelines are:

- Complete a detailed condition survey of the bridge and develop viable rehabilitation alternatives (Initiated November 2013 - November 2014)
- Conduct stakeholder meetings and Public information sessions (May 2014 - October 2014)
- Select a preferred rehabilitation strategy (November 2014)
- Prepare a detailed design of bridge rehabilitation (November 2014 - May 2015)
- Begin construction (Summer/Fall 2015 - 2016)

Stakeholder and Public Consultation

Over the next 6 months, MIT representatives and our public consultation consultant will be meeting with stakeholders and the general public to discuss this project. The input received will be used to assist the study team in identifying and refining rehabilitation alternatives, selecting a preferred alternative, and minimizing impact to a diverse group of stakeholders.

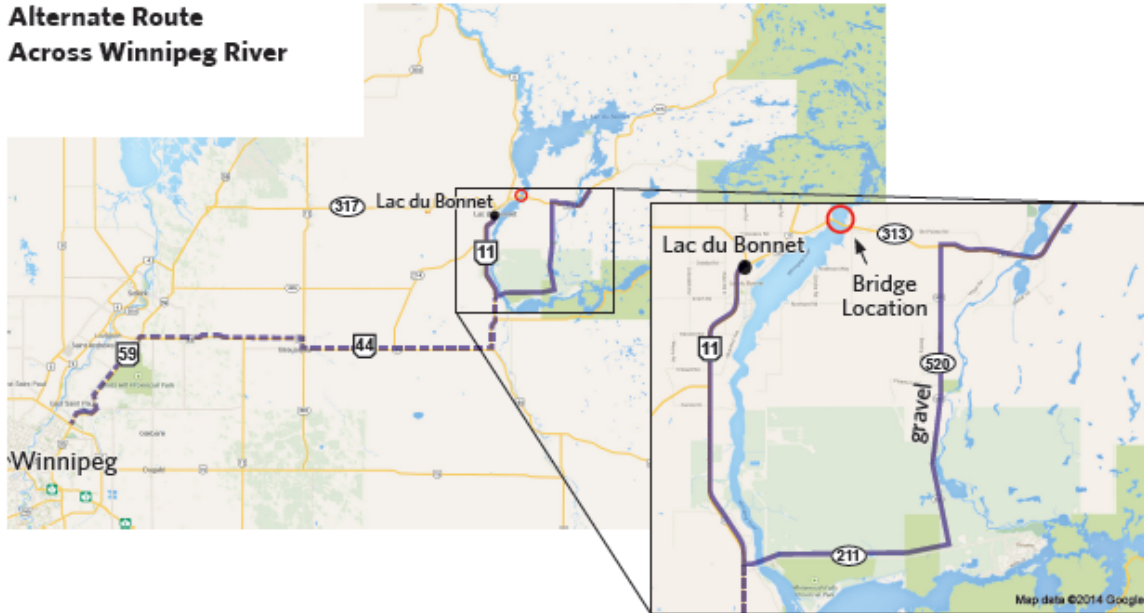
Traffic Signal Operation

- After May long weekend, MIT replaced the temporary signalization technology being used, and also adjusted the sequencing for the signals to make them more efficient. Sensors at each end of the bridge now allow for a longer line of cars to pass through (for as long as 90 seconds), while the end of a short line quickly terminates the green cycle in that direction. These adjustments should make a significant difference to reducing the overall delay at busy times. MIT will continue to monitor the effectiveness of the signals and make adjustments as required.

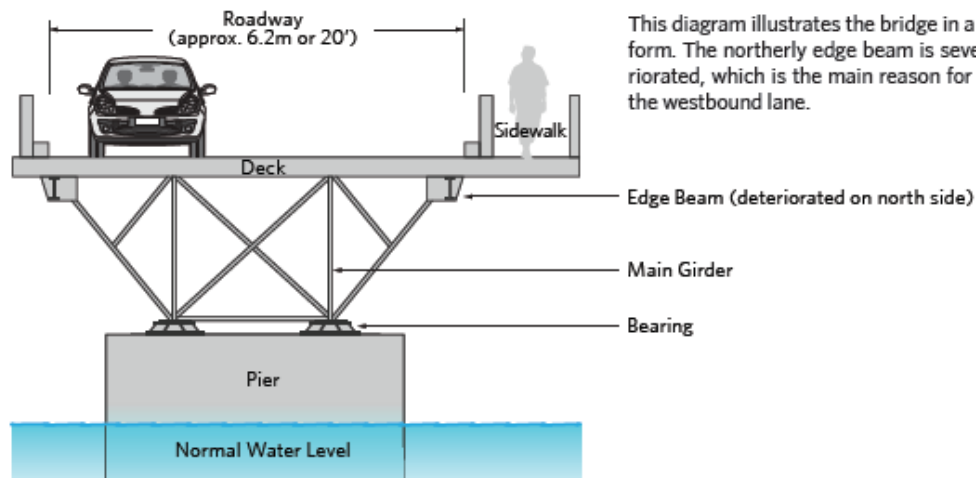
Additional Information

- The public park and boat launch at the north-east corner of the bridge will remain fully operational and open to the public.
- An alternate route over the Winnipeg River via PR 211 and PR 520 or vice versa is shown below. This is included for information purposes only; it is not an indication that the PR 313 Bridge will be closed.

Alternate Route Across Winnipeg River



Simplified Bridge Cross Section



Inquiries: Inquiries can be submitted by email to: mgi@gov.mb.ca.

OPEN HOUSE

You're Invited

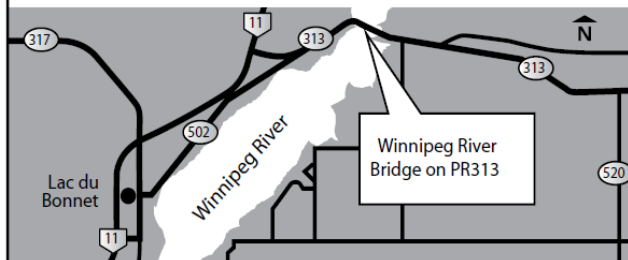
Winnipeg River Bridge on PR 313 near Lac du Bonnet

Manitoba Infrastructure and Transportation invites you to attend an open house to review proposed options for fixing or replacing the bridge and/or the bridge components.

The open houses will be held:

Saturday, July 19, 2014
3:00 – 5:00 p.m. and 6:30 – 8:30 p.m.
Lac du Bonnet Community Centre
25 McArthur Avenue
Lac du Bonnet

Tuesday, July 22, 2014
3:00 – 5:00 p.m. and 6:30 – 8:30 p.m.
Club Regent Canad Inns
Destination Centre
1415 Regent Avenue West
Winnipeg



For more information please contact:

Ruth J. Eden, M.Sc., P.Eng. at 204-945-5058 or
Email: ruth.eden@gov.mb.ca
Or Donovan Toews, MCIP at 204-453-8008
or Email: dtoews@mts.net

Manitoba 

Wpg River Bridge on PR 313 Ad
3 3/8" wide x 110 lines deep

onebranddesign

[Tier 1 Stakeholder]
[Street Address]
[City, MB]
[Postal Code]

Dear [Stakeholder],

Thank you for meeting with us to discuss the PR 313 bridge at Lac du Bonnet recently in July 2014. We are writing to invite you to a follow up meeting, where we would like to present our preferred design decision and receive your feedback.

Following an evaluation of the design options, our project team has identified that constructing a new bridge on the existing piers is the preferred solution to meet the short and long-term needs of Lac du Bonnet and Manitoba as a whole.

We would like to invite you to attend a special information/feedback meeting on one of the two following dates:

- Tuesday, October 28, 2014 at 1:30PM in Winnipeg at the CanadInns 1415 Regent Avenue West
- Wednesday, October 29, 2014 at 1:30PM in Lac du Bonnet at the Community Centre (25 McArthur Avenue)

Please RSVP if you or another representative is able to attend.

An information meeting for the general public will be held immediately following each of these meetings (from 3:00PM to 5:00PM and from 6:30PM – 8:00PM). You are also welcome to attend one of those sessions if it works better for your schedule.

Sincerely,

Ruth Eden, M. Sc., P. Eng.
Director, Structures Design and Construction