

## PR 313 WINNIPEG RIVER BRIDGE MAJOR REHABILITATION



This newsletter provides a summary of the current status of the project. Previous newsletters have provided information on the history of the bridge, purpose and need for the project, stakeholder input and feedback, construction options, and option evaluation. Previous newsletters are available on the project website. See “More Information” at the end of this newsletter.

### 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. This bridge is located on a vital transportation link to the east side of the Winnipeg River at Lac Du Bonnet providing access to local residents and businesses, the mining industry, agricultural operations, cottagers, and many others.

### New Bridge Design

MIT recently decided to build a new bridge making use of the existing piers. The decision was based on detailed engineering analysis, careful consideration of design options, as well as extensive stakeholder consultations. This option will provide a new, wider facility that can serve the region for the next 40 years.

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

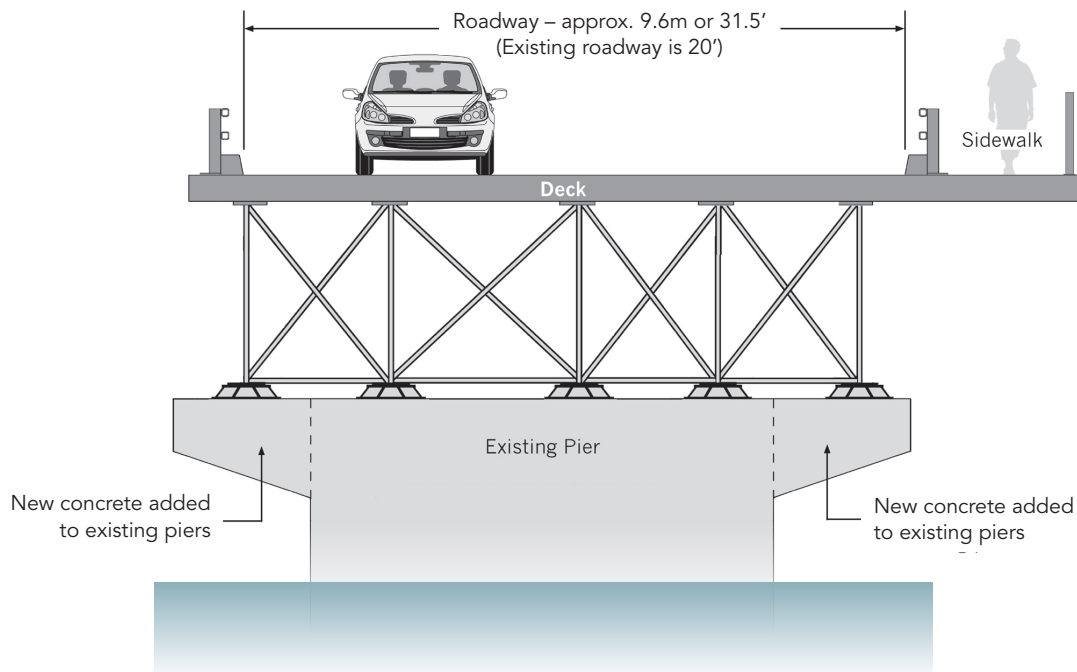


Figure 1: Build New Bridge on Existing Piers

## Pier Inspection

MIT completed an investigation in May 2015 on the condition of the existing piers and confirmed that the piers are sufficient for re-use as expected.

## Design Engineering Firm

The job of designing the bridge has been awarded to Buckland & Taylor Ltd. (B&T) and they have been working on the detailed design for approximately two months. B&T has an excellent reputation for designing very challenging bridge rehabilitations that employ innovative solutions in order to save time and money, while also considering constructibility.

## During Construction

The bridge will remain open as it is now (one lane controlled with signals) through the entire construction period, with the exception of a short period. It will be necessary to close the bridge completely to traffic for about 3 weeks in order to install the navigation span (the centre span of the bridge that allows boats to travel beneath). Based on feedback from many stakeholders, the project team has selected the winter time as the least impacting time to carry out the full closure. An exact period has not been chosen yet, however the period will occur sometime between November 2016 and May 2017.

## Current Status

- B&T is working on detailed design of the bridge
- To start work as soon as possible, we are undertaking two parts of construction:
  1. Pier repairs and modification
    - > tender Fall 2015
    - > work over winter
  2. Deck replacement in halves
    - > tender early summer 2016
    - > work Summer 2016 to late Fall 2017
- MIT is working with Manitoba Hydro, MTS, and others to ensure that minimal disruption of service will take place during construction
- The project is scheduled for completion in Fall 2017

## More Information

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

[www.landmarkplanning.ca/current-projects.php](http://www.landmarkplanning.ca/current-projects.php) or [www.gov.mb.ca/mit/wcs/constructionproj.html](http://www.gov.mb.ca/mit/wcs/constructionproj.html)

