# Welcome

## Preliminary Design Study for the Bridge on PR 204 over the Red River

Summer 2025

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# Land Acknowledgement



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

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

# Agenda for Phase 2 Engagement



1. Project Team
2. Purpose
3. Study Area
4. What We Heard In Phase 1
5. Inspection and Findings
6. Alternatives Considered
7. Preferred Alternative
8. Project Timeline and Next Steps

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# Project Team



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- Abdulgafar Mohammed
  *Project Manager, Projects Management Branch*
- Andrew Pankratz
  *Bridge Design Engineer, Bridges & Highway Structures*
- Michael Hagos
  *Design Services Engineer, Bridges & Highway Structures*
- Mandip Sainbhi
  *Technical Services Engineer, Eastern Region*

AECOM

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

WSP

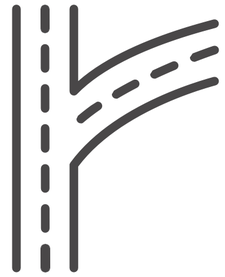
- Jim Lukashenko
  *Project Manager*
- Edmund Ho
  *Senior Designer*

# Purpose



The purpose of today's engagement is to:

Share Phase 1 feedback.



Present the alternatives considered and the preferred alternative.

Provide you with an opportunity to share your feedback and ask questions.

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# Study Area



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

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

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

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# What We Heard from Phase 1



| What We Heard | Response from the Project Team |
|---|---|
| **Safe to Use**: There are concerns about the public safety and ongoing use of the bridge | The project team clarified that the bridge undergoes routine inspections and is currently deemed safe for public use. The project team explained the cumulative effects of ageing and long-term use on the structure's condition. Rehabilitation is necessary to ensure the bridge remains serviceable for long-term use under current traffic conditions. |
| **Historical Preservation**: The bridge has historical significance for the Town of Selkirk. There is interest in preserving the existing bridge if replacement is chosen. | The project team noted that the decision to either replace or rehabilitate the bridge will be addressed in the next phase of the evaluation process. Consideration has been given to the bridge's historical significance during the current assessment. |
| **Active Transportation**: Discussion on potential to repurpose the bridge for active transportation (pedestrian-only) if it is replaced. | The project team is exploring options to preserve the existing bridge for active transportation purposes should replacement emerge as the preferred alternative. |

# What We Heard from Phase 1 Engagement



| What We Heard | Response from the Project Team |
|---|---|
| **Maintenance**: Cost of maintaining existing bridge if it is replaced. | The project team noted that the decision to replace or rehabilitate the bridge will be made in the next evaluation phase. Maintenance costs will also factor into options for preserving the bridge as a pedestrian crossing. |
| **Flood mitigation considerations**: The bridge is often inaccessible due to frequent spring flooding in the surrounding area.<br>Participants asked if a new bridge would include exploring other alignments to avoid the flooding. | The project team noted that the design consultant will examine the issue of area flooding. They stated that raising the road may impact river levels.<br>If the bridge is replaced, the project team will consider potential alternative locations. The potential impact on the current intersections was acknowledged.<br>They added that future studies would be required to assess the traffic and environmental impacts on surrounding areas if a new location is selected. |
| **Utilities**: Utilities and communications are being considered in the new design. | The project team confirmed that utilities will be considered as part of the preliminary design. |

# Inspections and Findings



**Investigations were conducted on the bridge, including:**

- Examination of existing road conditions
- Hands-on and drone inspections of the bridge
- Underwater inspection of the piers
- Traffic analysis

**Findings:**

The inspections concluded that although there were a few areas of the bridge that require repair, the bridge is in generally good condition. In addition, the bridge lift section need not be operable and will be fixed in the down position.

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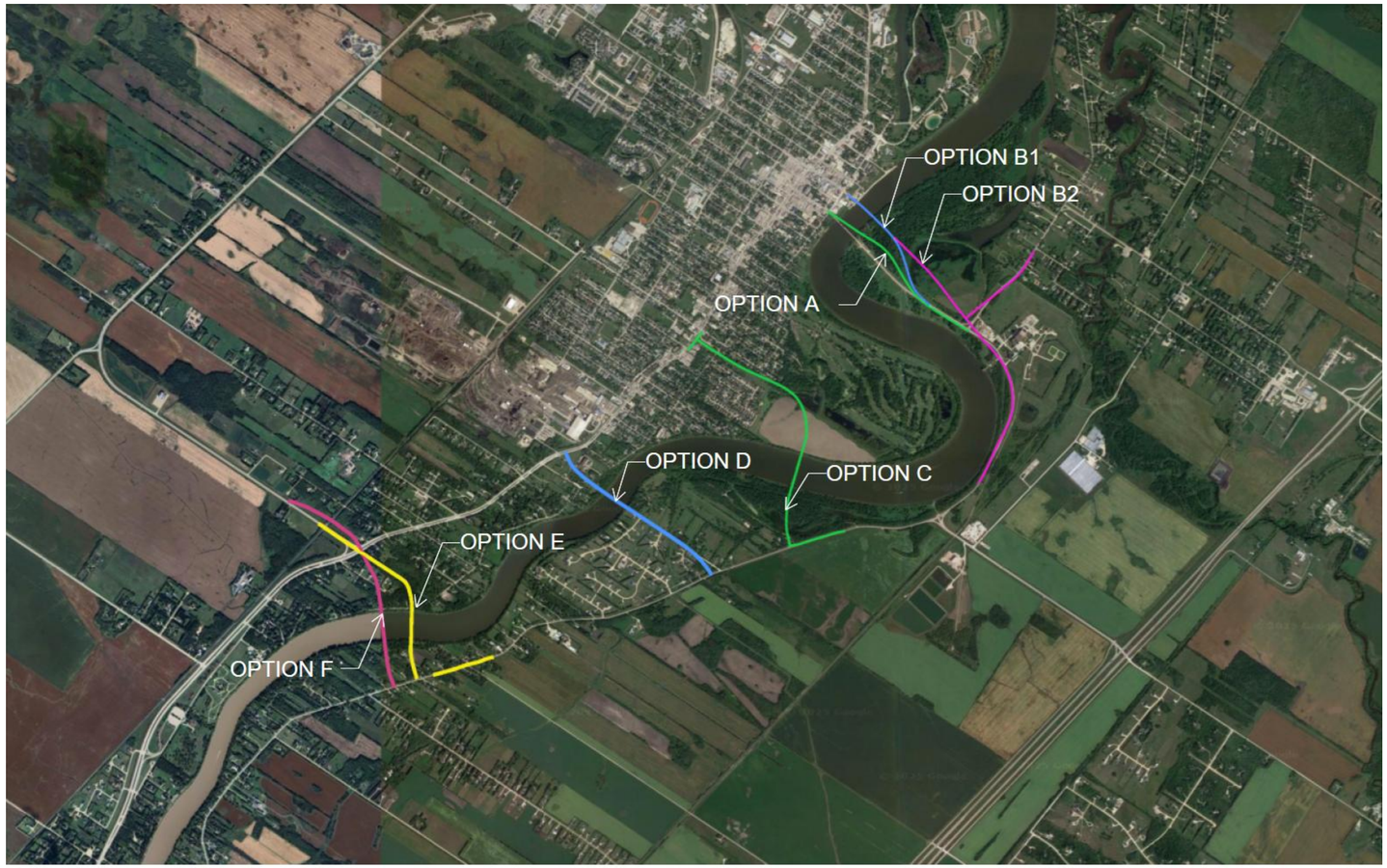
# Alternatives Considered: Bridge Replacement






*Disclaimer: *For illustrative purposes only. These alignment options represent a range of preliminary alternatives identified through a high-level assessment. They are intended to encourage dialogue on potential opportunities and innovative ideas, without implying any future design direction or requiring significant time or resource investment at this stage.*

In addition to rehabilitating the existing bridge, six replacement alternatives (A to F) on new alignments near Selkirk were considered:

- **Alternative A,** located north of the current structure, may face delays due to burial artifacts and requires additional time for proper assessment.
- **Alternative B**, also north, includes two sub-options: B1 avoids wetlands, while B2 raises a road but cuts through one; both may affect water flow and fishing areas.
- **Alternatives C and D**, located south, impact residential and recreational areas and face environmental and community concerns.
- **Alternatives E and F** share a similar landing, require significant land acquisition, and may disrupt emergency access, though E is preferred for hydraulic reasons and has lower heritage risks.

***However, the evaluation concluded that rehabilitation is the best option, therefore, MTI is not planning to pursue replacement.**

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# Alternatives Considered: Bridge Rehabilitation



**Scope**:

- Strengthen the bridge for long-term usage to re-establish the load capacity;
- Rehabilitate the bridge deck, riding surface, and substructures to extend the service life for 25 years;
- Provide pedestrian and traffic barriers that meet current standards;
- Replace lighting;
- Investigate options to widen the existing sidewalk;
- Avoid the need for land acquisition;
- Minimize disruption to the environment;
- Rehabilitation of the existing bridge would likely be required even if a replacement bridge were immediately planned.

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# Preferred Alternative



Rationale for selection of the preferred alternative :

- Maintain the existing bridge in the current location as a vital link to the city center;
- Preserve the historical significance of the structure;
- Lower construction costs;
- Elimination of land acquisitions;
- Heritage Resource Impact Assessment (HRIA) concerns mitigated;
- Maintains a vital link near the city centre, and;
- Eliminates the need for interim rehabilitation while a new structure is planned and constructed.

**Rehabilitation is the preferred alternative to meet current and future needs.**

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# Proposed Project Timeline + Next Steps



**We Are Here**

| Preliminary Design | | | Detailed Design | Construction |
|---|---|---|---|---|
| Identify Constraints | Present Design Alternatives and Preferred Option | Complete Preliminary Design and Share Details of Selected Option | Share Structure Details from the Detailed Design Progress | Anticipated Construction Period |
| FALL 2024 | SUMMER 2025 | FALL 2025 | FALL 2026 | SPRING 2027 TO FALL 2028 |
| 2024 | 2025 | | 2026 | 2027 – 2028 |

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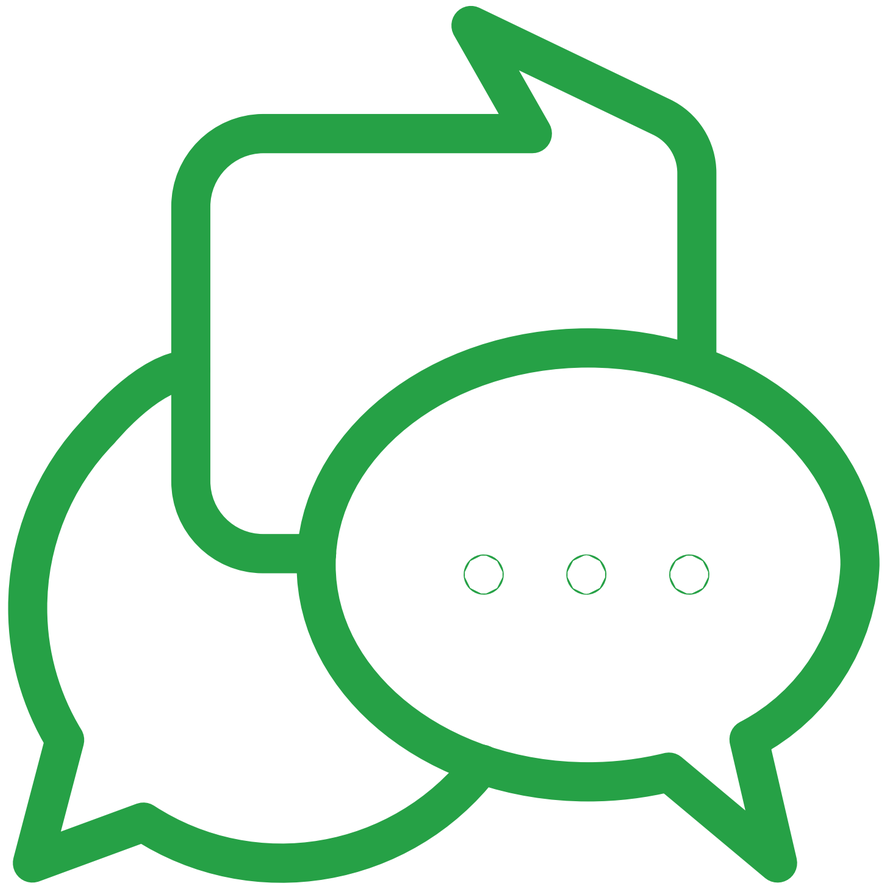
# Questions / Comments?





# Thank You

**For additional information, please contact:**

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