

# Preliminary Design of Structure Rehabilitation for the Bridge on PR 204 over the Red River Phase 2: What We Heard

## Project Overview

The bridge over the Red River on PR 204 (Bridge Site No. 2431-00) is part of Manitoba's Regional Highway System and is the main access from the east side of the Red River to the City of Selkirk. Approximately 7,290 vehicles cross the bridge every day. The bridge has a six-meter-wide road deck that serves two lanes of vehicular traffic, and a narrow sidewalk on the north side of the bridge. The bridge was constructed in 1935; at 88 years old, it is 38 years beyond its design life. The bridge is experiencing deterioration and is currently under a 33-ton load restriction.

A vital link over the Red River, any bridge closures or extended restrictions would significantly impact surrounding communities and economic activities. Manitoba Transportation and Infrastructure (MTI) initiated the Preliminary Design (PD) of Structure Rehabilitation for the Bridge on PR 204 by considering two options; bridge rehabilitation or replacement. Following a review of bridge safety and integrity, the Project Team has decided to proceed with bridge rehabilitation.

## Engagement Overview

### Engagement Objectives

Phase 2 engagement objectives were to share information and gather feedback on the proposed rehabilitation of the PR 204 bridge over the Red River in Selkirk, Manitoba. Engagement initiatives included a Public Open House and virtual meetings with the City of Selkirk and the RM of St. Clements.

### Engagement Outreach

To ensure that public and stakeholders were informed about the Public Open House, engagement outreach included:

- emails to a broad distribution list, including: the Rural Municipalities (RMs) of St. Clements and St. Andrews, the City of Selkirk, local businesses and the general public;
- Canada Post direct mail-outs to 2,982 properties in the Selkirk area, covering homes, apartments, businesses, and rural properties;
- digital promotional posters distributed with support from the RMs; and
- printed posters placed at various locations including municipal offices, local stores (e.g., No Frills, Safeway), the Gaynor Library, community centres and several post offices and public buildings in the area.

### Engagement Activities

At each engagement session, general public and stakeholders were invited to ask questions and share feedback.

Engagement Audience	Meeting + Time	Location
RM of St. Clements	June 4, 2025 9:30am – 10:30am	Virtual (Teams Meeting)

City of Selkirk	June 2, 2025 11:30am – 12:30pm	Virtual (Teams Meeting)
Public Open House	May 21, 2025 6:00pm – 8:00pm	Selkirk Memorial Hall, 376 Jemima St, Selkirk, MB R1A 1X3, Canada

## What We Heard

### Public Open House

On May 21<sup>st</sup>, approximately 90 people attended the Public Open House. Attendees included members of the general public, municipal staff and elected officials from the City of Selkirk, and RM of St. Clements. The Project Team hosted a presentation-style meeting, and poster boards with key project information were available for attendees to view at their own pace. Following the presentation, a Question and Answer (Q&A) session provided attendees with an opportunity to ask questions, and share comments, concerns, or feedback. After the Q&A period, Project Team members from MTI, WSP and AECOM answered additional questions. Paper copies of a feedback form were provided for attendees to complete.

The following feedback was gathered:

- Interest in how the decision to rehabilitate the bridge was made given the age and current state of the bridge.
- Comment about maintaining bridge access during the rehabilitation phase once construction does begin.
- Concern that the discussed 10-year project timeline for new bridge construction is too long. MTI clarified that as bridge rehabilitation begins, MTI would undertake further studies to consider future bridge locations. These studies take time, and typically involve many authorities having jurisdiction.
- Question about the service life of the rehabilitated bridge post-construction.
- Concern about the bridge rehabilitation cost; some participants prefer the province use the available funds to invest in a new bridge.
- Question about the planned collaboration between MTI, the City of Selkirk, and RMs for future phases of the project.
- Concern about maintaining the bridge lift section and how large vessels will bypass the area.
- Comment about rush hour traffic that accumulates and backs up on the bridge; and interest in improving traffic flow through rehabilitation, if possible.
- Concern about continued use of the bridge by heavy vehicles, and potential mitigation measures to prevent these vehicles from using the bridge.

### General Correspondence

Comments and recommendations related to the project were also submitted by email and phone. Submissions were sent between May 16, 2025 – May 30, 2025. The comments included:



- Suggestion to construct the new bridge at the end of PR 509 and cross over the Red River through the Manitoba Hydro right-of-way, with an overpass across Eveline Street connecting to Main Street.
- Suggestion to consider Clandeboye Avenue, one block south, as a more suitable location for a new bridge to avoid disruption to recent improvements. It was emphasized that any final decisions should be made in close consultation with the City of Selkirk.
- Suggestion to avoid locating a new bridge at Manitoba Avenue due to a recent major redevelopment into a pedestrian-friendly area. Concerns were raised that a new bridge here could undermine these improvements and negatively affect traffic flow.
- Suggestion to build a new bridge from Superior Avenue to the east side of the river; this was noted as a solution that balances infrastructure and traffic needs with heritage preservation. This option may have higher upfront costs but is a cost-effective long-term investment.
- Support to preserve the existing bridge as a pedestrian-only crossing due to its historical significance.
- Comment that the existing bridge can enhance the waterfront; a pedestrian path can be extended south from Queen's Park to Eaton Avenue.
- Comment that the narrow design of the bridge does not meet modern standards, making it difficult and potentially dangerous when wide vehicles pass each other.
- Concern that the existing bridge causes traffic bottlenecks, especially during morning peak hours, causing delays and hindering emergency vehicle access.
- Comment that investing in rehabilitation will not be worthwhile, as rehabilitation will not resolve traffic congestion.

## Stakeholder Meetings

### City of Selkirk

On June 2<sup>nd</sup>, 2025, the Project Team held a virtual meeting with the City of Selkirk's Director of Operations. The Director was present at the May 21<sup>st</sup> Open House. The following feedback was gathered:

- Questions about the detailed design and anticipated construction timeline. City staff noted that the City is planning utility upgrades and would like to understand the impact of the rehabilitation project.
- Desire to secure the underside of the bridge area to inhibit settlement by individuals experiencing homelessness.
- Comment that the City is considering a suspended water line beneath the bridge and noted that the bridge rehabilitation construction period would be an opportune time to proceed with this project (assuming necessary approvals are secured).

### RM of St Clements

On June 4<sup>th</sup>, 2025, the Project Team held a virtual meeting with RM of St. Clements staff and municipal representatives. The Project Team shared the presentation and addressed questions. The following feedback was gathered:

- Question if rehabilitation would widen the bridge.
- Concern that many heavy vehicles, including cement trucks, use the bridge. Emphasized the need to restrict overweight vehicles from using the bridge.

- A Councillor shared that identified alternatives B1 and B2 were most preferred as they require the least amount of land expropriation.
- Discussion about why rehabilitation was the preferred option, given the age and current condition of the bridge. .
- Clarification about bridge rehabilitation, and a 25-year service life post rehabilitation.
- Question to understand MTI's decision-making process regarding rehabilitation versus new construction.

## How it Was Considered

The purpose of Phase 2 engagement was to share information about the decision to rehabilitate the project and provide information about next steps. The table below highlights input heard and how it was considered.

What was Heard	How it was Considered
<b>REHABILITATION</b>	
Question about how the decision to rehabilitate the bridge was made.	The Project Team considered several alignment options and eliminated those that were less feasible due to environmental, financial, or technical challenges. Rehabilitation of the existing bridge was selected as the most practical and cost-effective option, allowing for continued service while planning for a potential future crossing. Rehabilitation is also necessary if the existing bridge is to be repurposed for active transportation (e.g., cycling or walking).
Question about whether the bridge deck would be widened during the rehabilitation process.	The lift span towers significantly limits the potential for roadway widening. Removal of the towers may allow for limited expansion; however, this is constrained by the existing superstructure's load capacity. These factors will be further evaluated during the preliminary design phase..
Interest in Alternatives B1 and B2 for a potential new bridge, primarily because these options address key issues such as the low elevation of the current road and the need for improved flood resilience. These alternatives were seen to potentially strengthen community connections and supporting long-term growth.	The selection of a preferred alternative involves long-term considerations that are outside the current scope. The primary goal of the Phase 2 engagement was to gather feedback to better understand community priorities, concerns, identify which options may have the most impact, and ensure that no important issues have been overlooked.  The 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. These options are not being advanced at this time.
Concerns about the current condition of the bridge.	<p>Load evaluations and structural assessments have been conducted, and initial findings suggest that the existing foundation is generally in good condition.</p> <p>While flooding is a concern, the primary issue is ice flow and jamming, rather than elevated water levels.</p>
Question about what bridge assessment entailed.	Detailed inspections of the bridge were conducted, including underwater inspections, traffic analysis, inspection of steel members and other bridge elements.
Request for more information on what rehabilitation entails.	The preliminary design of the rehabilitation is not yet completed. Once these details are available, they will be shared.
Maintaining bridge access during the rehabilitation process.	Accessibility is a priority. The project team aims to maintain access during rehabilitation, while some short-term closures may be necessary
Question about when bridge rehabilitation will take place.	<p>The anticipated timeline for the project is:</p> <ul style="list-style-type: none"> <li>• Fall 2025 – Complete preliminary design and share details of planned rehabilitation and traffic management;</li> <li>• Fall 2026 – Share details from the detailed design progress of structural rehabilitation and traffic management, and;</li> <li>• Anticipated construction period is from spring of 2027 until fall of 2028.</li> </ul>
<b>COST</b>	
Some comments indicated a preference to spend money on a new bridge instead of rehabilitating the existing one.	<p>The existing bridge is recognized for its historical value to the community. As such, efforts should be made to preserve it for active transportation use following the construction of a new bridge, which would require rehabilitation.</p> <p>The development of a new crossing involves several key steps:</p>



	<ul style="list-style-type: none"> <li>• Engage a bridge design team for preliminary and detailed design;</li> <li>• Develop and assess conceptual alignment options to explore potential opportunities;</li> <li>• Conduct stakeholder and public consultations;</li> <li>• Perform topographic, bathymetric, and geotechnical surveys;</li> <li>• Complete hydrologic, hydraulic, and ice analyses;</li> <li>• Undertake environmental assessments (aquatic and terrestrial);</li> <li>• Obtain regulatory approvals (e.g., Heritage Resources, DFO);</li> <li>• Secure land use agreements with the City of Selkirk and surrounding municipalities;</li> <li>• Acquire land at fair market value;</li> <li>• Tender and construct the new bridge and associated roadworks</li> </ul>
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**PLANNING IN COLLABORATION WITH LOCAL COMMUNITY**

<p>Questions were raised regarding how MTI will collaborate with the City of Selkirk and surrounding RMs throughout the project to support municipal planning and protect local investment.</p> <p>Concerns were also expressed about the limited availability of land for future bridge development, with comments noting that potential bridge locations could influence long-term community growth.</p>	<p>For bridge rehabilitation and future bridge replacement, the Province will continue to coordinate with the City of Selkirk and Rural Municipalities, provide timely project updates, and work collaboratively to support local development goals.</p> <p>Extending the service life of the bridge by 25 years provides time for coordinated future planning. This includes reaching agreements with local governments and starting discussions around land use.</p>
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<p>Coordination of Municipal Utility Planning and Construction Activities.</p>	<p>MTI confirmed that construction is tentatively scheduled to begin in 2027. This would provide time for City of Selkirk utility upgrade planning. The Project Team invited future discussions and emphasized that formal approvals would be required to incorporate the water main improvements into the rehabilitation design.</p>
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**BRIDGE USE**

<p>Maintaining the lift section of the bridge.</p>	<p>The lift section is currently non-functional and costly to maintain. Since large vessels no longer pass through, maintaining the lift functionality is not required. Discussions with Transport Canada have determined that the lift section of the bridge has a larger clearance than that of the upstream bridge structures in the City of Winnipeg; therefore,</p>
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	the increase in navigation clearance is no longer required.
Securing the area under the bridge to restrict unauthorized public access.	MTI acknowledged the concern and confirmed that measures can be implemented to improve security and restrict unauthorized access underneath the bridge.
<b>TIMELINE</b>	
Concerns that new bridge planning, design and construction may take up to 10 years.	Planning for a new bridge is part of a <b>long-term strategy with participation from applicable stakeholders and rightsholders</b> , with design and consultation processes expected to begin <b>no earlier than 2027</b> . The goal is to extend the current bridge’s life by 25 years to allow time for future planning and coordination.  Current bridge rehabilitation allows MTI to undertake appropriate planning, consultation, and design work for a future structure.
<b>TRAFFIC</b>	
Question about potential near-term solutions to reduce traffic line ups / back ups, and improper use of the bridge	Improper use is primarily an enforcement issue. The project team is exploring options such as signage and cameras to identify oversized or overweight vehicles. These enforcement measures can protect the bridge from misuse and extend its lifespan
Interest for rehabilitated bridge to improve traffic flow.	Traffic congestion is largely caused by road approaches leading to the bridge, rather than the bridge itself. The broader transportation network contributes to backups.

## Next Steps

The Project Team will review and consider feedback received during Phase 2 engagement. Presentation materials will be made available online and shared electronically to attendees, as well as to local municipalities and the City. To support broader community access and participation, these materials will be translated into French.

Looking ahead to the next phase of engagement, accessibility and inclusive communication will remain a priority to ensure community members can participate meaningfully in the process.

The timeline for the project engagement process at the time of writing of this report is as follows:

- Phase 3 Engagement: Fall 2025 – Complete Preliminary Design and Share Details of Selected Option
- Phase 4 Engagement: Fall 2026 – Share Detailed Design Progress
- Spring 2027 – Anticipated Construction Period



## Questions

If you have any questions regarding this report, please contact Tracey McKenna at [tracey.mckenna@aecom.com](mailto:tracey.mckenna@aecom.com).