



February 14, 2022

CITY OF WINNIPEG

PRELIMINARY CONSTRUCTION NOTICE

TO: Resident/Business Owners on Smith Street between Midtown Bridge and Notre Dame Avenue
RE: Downtown Pavement Renewals Project – 2022 Construction

Traffic implications: Long-term lane closures on Smith Street

Dear Downtown stakeholder,

As planned, the third phase of the Downtown Pavement Renewals Project is scheduled to begin mid-April 2022.

This year's work will take place solely on Smith Street and will be broken into three segments:

- **Midtown Bridge to Graham Avenue: Mid April 2022 to August 2022**
- **Graham Avenue to Portage Avenue: Mid April 2022 to August 2022**
- **Portage Avenue to Notre Dame Avenue: Mid June 2022 to October 2022**

Work overview

Smith Street from Midtown Bridge to Graham Avenue:

- Various rolling lane closures will be required to accommodate traffic signals installations and sewer-related underground work followed by pavement rehabilitation including asphalt removal, concrete repairs, curb replacement, new sidewalk construction, and an asphalt overlay.
- One lane of traffic will be maintained throughout, as the pavement rehabilitation will be completed half of the road at a time.
- All parking and loading zones will be removed during construction.
- Work will include intersection modifications at Smith Street and Navy Way; see attached drawing for additional information and to highlight the changes.

Smith Street from Graham Avenue to Portage Avenue:

- Various rolling lane closures will be required to accommodate traffic signals installations and sewer-related underground work followed by pavement reconstruction including removal and replacement, as well as new sidewalk construction.
- One lane of traffic will be maintained throughout, as the pavement rehabilitation will be completed half of the road at a time.
- All parking and loading zones will be removed during construction.
- Work will include curb bump-out/sidewalk extensions along the west side of Smith Avenue; see attached drawing for additional information and to highlight the changes.

Smith Street from Portage Avenue to Notre Dame Avenue:

- Various rolling lane closures will be required to accommodate traffic signals installations and sewer-related underground work followed by pavement reconstruction including removal and replacement, as well as new sidewalk construction.

For more information on this major construction project:

Visit winnipeg.ca/publicworks or call 311

[City File No. 19-C-07] [Tender No. 620-2021] [Contractor : Maple Leaf Construction LTD – Phone : (204) 783-7091]



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- One lane of traffic will be maintained throughout, as the pavement rehabilitation will be completed half of the road at a time.
- All parking and loading zones will be removed during construction.
- The work will include curb bump-out/sidewalk extensions along the west side of Smith Avenue; see attached drawing for additional information and to highlight the changes.

General construction impacts

- Pedestrian access and Transit service will be maintained throughout construction, but temporary bus stop relocations or closures may be required at various times.
- Pedestrian and vehicle access to businesses and parking lots will be maintained as much as possible with short-term, temporary closures as required to accommodate sidewalk and road replacement. All disruptions to access will be minimized and discussed with the affected businesses and/or residents in advance.
- Parking and loading zones on Smith Street will be removed during construction.
- A minimum of one lane of vehicle traffic will be maintained on Smith Street. Details and instructions regarding construction and traffic staging, and access impacts will be provided in a second notice issued approximately one week prior to the start of construction.

More information and project updates can be found online at winnipeg.ca/downtownrenewal. If you are business with access, delivery, or loading requirements that we should be aware of, please contact us to discuss your needs.

We recognize that COVID-19 restrictions have impacted the use of office space, retail and services, traffic levels, parking and more. In light of this, we are extending our communications to stakeholders by email and hardcopy delivery. Please email downtownstreets@winnipeg.ca if you did not receive the email notice and would like to receive future project notifications.

Additionally, we also ask those with accessibility concerns, planned special events, known underground appurtenances (such as sprinklers or lighting cables within three metres of the street property line), or any questions or concerns to contact Thomas Findlay: thomas.findlay@aecom.com. AECOM is the City's contract administrator for the project. If you anticipate being away from your business and/or mailbox for an extended period of time, please contact us with an alternative address, phone number, and email at which we can reach you leading up to and during construction.

The past 2 years has been deeply challenging for us all. We appreciate your patience during construction and look forward to improved roadways in downtown Winnipeg.

Sincerely,

Thomas Findlay, P. Eng

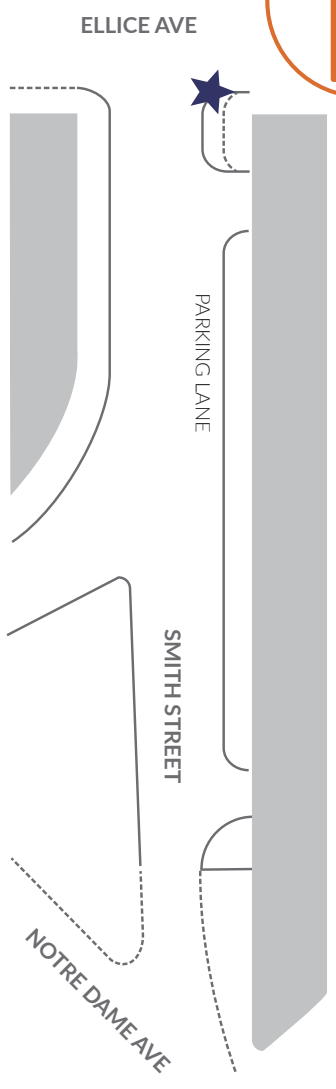
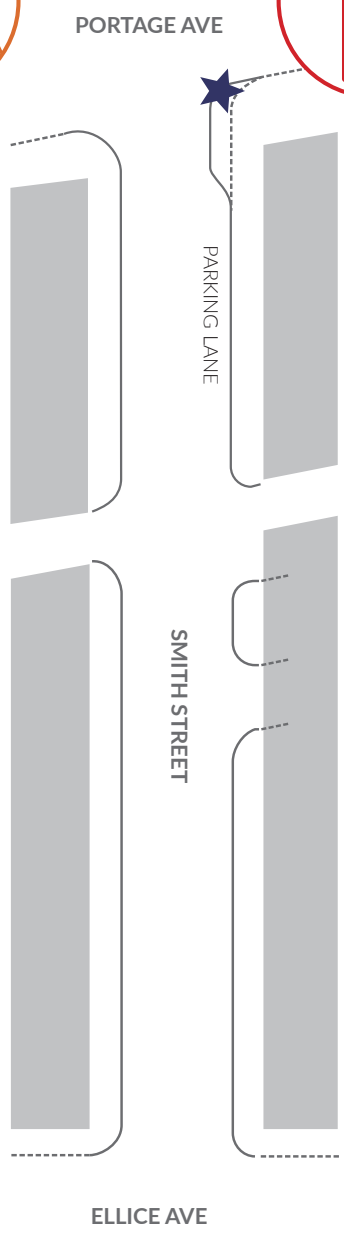
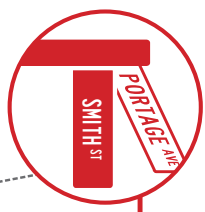
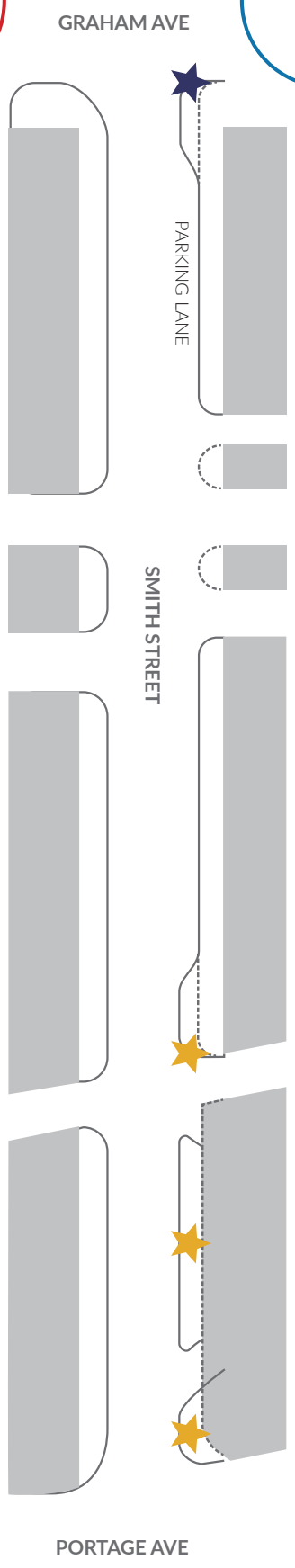
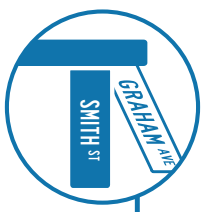
Cc: Mr. Colin Titchkosky – City of Winnipeg Public Works
Ms. Julie Dooley – City of Winnipeg Public Works
Ms. Cindy Gilroy – Councillor, Daniel McIntyre Ward
Ms. Vivian Santos – Councillor, Point Douglas Ward
Ms. Sherri Rollins – Councillor, Fort Rouge/East Fort Garry Ward
Ms. Debbie Mikulik – City of Winnipeg, Public Works Department, Customer Services
PWD-EngineeringAdmin@winnipeg.ca
311@winnipeg.ca

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CURB REALIGNMENT FOR SIDEWALK AND PARKING IMPROVEMENTS



★ CURB BUMP-OUT + SIDEWALK EXTENSION
to define parking lane and improve pedestrian safety with a shortened crosswalk.

★ CURB BUMP-OUT + SIDEWALK EXTENSION
to define parking lane and improve pedestrian safety with a shortened crosswalk. Improve connectivity/ accessibility by providing a defined path for pedestrian travel around existing parkade entrance ramp. Will result in a shortening of the current loading zone length.

