THE METROPOLITAN CORPORATION OF GREATER WINNIPEG
WINNIPEG 1, CANADA

December 6, 1965.

A major shift in traffic movement is expected to take place when the new St. Vital Bridge opens to the public on Sunday.

Motorists will have a direct approach to the downtown area by way of Osborne Street and the Midtown Bridge route, as well as a new major connection with the Trans-Canada Highway at St. Anne's Road.

Bus riders will have a new Transit service too. The Osborne Street bus route is being extended along Dunkirk Drive and Fermor Avenue in St. Vital, terminating at the Southdale housing development on the Trans-Canada Highway opposite Windsor Park.

An estimated 18,300 vehicles are expected to use the bridge daily, with the total rising to 26,000 in the next ten years.

The bridge system, which took 13 months to complete, features three pedestrian underpasses, one on either approach to the bridge, and the third on Fermor Avenue, near St. Mary's Road.

The bridge and thoroughfare system is a joint

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project of the Province of Manitoba and The Metropolitan Corporation of Greater Winnipeg. Total cost is estimated to be $5,578,000, with the Province paying $3,053,000, and Metro the balance of $2,525,000.

Official opening of the bridge is set for 10:30 a.m., Tuesday, December 14, but the bridge will be open to traffic on Sunday, December 12, at which time the newly extended bus service will go into operation.

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See attached Fact Sheet

Arthur Fletcher,
Information Officer.

ST. VITAL BRIDGE AND APPROACH ROADWAYS.

The project consists of a twin-deck bridge structure over the Red River at the foot of Osborne Street and a system of four-lane divided concrete roadways totalling three miles in length, consisting of the following component parts:

Osborne Street (north) Approach, Ashland Avenue to the bridge -	0.31 miles
Bridge Structure -	0.20 "
Dunkirk Drive (south) Approach, Bridge to St. Mary's Road -	1.45 "
Fermor Avenue (east) Approach, Dunkirk Drive to the Trans Canada Hwy. 1,000' east of St. Anne's Road -	1.04 "

The estimated cost of the completed project is $5,578,000 of which $4,092,000 is for construction and $1,486,000 is for property acquisition. The estimated share to be paid by the Province is $3,053,000 leaving a balance of $2,525,000 as Metro's share.

It is anticipated that an average of 18,300 vehicles per day will use the bridge when it is opened to traffic and that by 1975 this daily volume will reach 26,000.

Features of the project include three pedestrian underpasses, diversion of Churchill Drive and Kingston Row to underpass the bridge approaches, a partial cloverleaf at Kingston Row, limited access control and frontage roads on Osborne Street and the north side of Fermor Avenue for local traffic. Traffic control signals have been installed at Osborne and Jubilee, Dunkirk and Fermor, Fermor and St. Mary's Road and Fermor and St. Anne's Road.

The bridge abutments and the retaining wall of the pedestrian underpass on Osborne Street have been faced with rough limestone to blend with the park-like surroundings.

Landscaping works for the above project, such as trees, flowering shrubs etc. cannot be placed until the spring season of 1966.because engineering works could not be completed until "freeze-up" in 1965. Cost estimate above contains provision for the costs entailed in said landscaping works.

The new St. Vital Bridge having an overall length of 1,022 feet, two 26 foot roadways and two 7 foot pedestrian walkways and an open median separating the roadways is fully modern in conception and design.

It is comprised of composite concrete deck and sidewalk systems atop welded steel continuous girders supported on reinforced concrete piers and abutment structures.

Materials required for bridge structure were as follows:

Earthen and hardpan excavation	-	4,800 cu. yds.
Embankment Fill, Clay and crushed stone	-	6,000 cu. yds.
Concrete	-	7,600 cu. yds.
Reinforcing Steel	-	530 tons
Steel Bearing Piles	-	8,700 lin. ft.
Limestone facing on abutments	-	2,800 sq. ft.
Structural Steel - Girders	-	923 tons
Steel Guardrail	-	2,040 lin. ft.
Steel Safety Rail on median parapets	-	1,852 lin. ft.
Structural Steel Paint	-	400 Gals.
Mercury Vapour light standard & units	-	24

For the approach roadway systems the following materials and work quantities were required for construction;

Excavation for roadways	171,000 cu. yds.
Embankment for roadways	130,000 cu. yds.
Steel Bearing Piles	5,050 lin. ft.
Concrete Piles	1,730 lin. ft.
Concrete for roadways, curbs and underpass structures	29,000 cu. yds.
Bituminous Pavement	1,080 tons
Reinforcing Steel for pavements, curbs and pedestrian underpasses	660 tons
Sidewalks of concrete	8,600 sq. yds.
Storm sewer drains	7,830 lin. ft.
Culvert pipe drains	920 lin. ft.
Water mains and supply lines	7,000 lin. ft.
Plastic Piping for lawn sprinklers	35,500 lin. ft.
Spray heads for lawn sprinklers	900
Landscaping - Sodding and Seeding	182,000 sq. yds.
Mercury vapour light units on single and double standards	550

MAJOR CONTRACTORS

Sub-structure:	Commonwealth Construction Co.
Steel superstructure:	Dominion Bridge Co.
Bridge decking:	Wallace & Aikens Ltd.
North approaches:	Winvan Construction.
South approaches:	British-American Construction.
Fermor Avenue:	Commonwealth Construction.
Major sub-contract for iron: railings, etc:	Manitoba Bridge
Bulk of concrete:	Winnipeg Supply and Fuel