

WELCOME

We are hosting this event today to share information on the Disraeli Bridges Project.

Please view the presentation materials and discuss any questions you may have with project representatives. A comment form is available for you to provide us with further response.

Thank you for your participation.

THE DISRAELI BRIDGES PROJECT



Night rendering of Disraeli Bridges

The Disraeli Bridges have served Winnipeg for 50 years. But the complex of roadways and bridges that stretches from Main Street to Henderson Highway at Hespeler is aging, and in 2008, City Council authorized rehabilitation or replacement.

The new Disraeli Bridges Project does more than simply replace aging infrastructure. With a new, innovative approach that brings public and private partners together, the City has shown vision by creating a new Winnipeg destination that goes beyond improving traffic flow. With a commitment to active transportation, attractive landscaping, public art and strong aesthetic elements, the new Disraeli Bridges Project is a vibrant new addition to our city.

KEY ASPECTS OF THE DISRAELI BRIDGES PROJECT

- A minimum of four lanes will remain open throughout construction during all peak travel times.
- The river bridge and CPR overpass will be replaced with entirely new structures.
- The river bridge will be immediately west of the current structure; the new overpass will be east of the existing overpass. Most of the existing road alignments will be unaltered.
- A separate, new Active Transportation bridge will be built to provide cyclists, pedestrians and other non-motorized users with an easily accessible crossing of the Red River.
- The bridge and overpass are designed to accommodate future expansion to six lanes, should that option be pursued.
- Improved lighting, landscape features and aesthetic elements will create a more attractive and residential feel for the adjoining neighbourhoods.
- The new Disraeli Bridges have a design life of 75 years.

BRIDGE ALIGNMENT

Consultation indicated that keeping the bridge open during construction to minimize traffic disruption and building a separated Active Transportation Corridor were priorities for Winnipeggers. This was a significant design challenge which was overcome by placing the new bridge to the west of the existing span.

Here are the top six reasons for choosing this option:

- Allows four lanes of traffic to remain open at peak travel times during construction.
- Provides better access onto Talbot from the bridge on the north end.
- Creates easier northbound access off/on to the freeway in the Point Douglas landing area.
- Avoids the high-pressure gas line on the east side.
- Allows for cost-effective revamping of the existing vehicular bridge into a low-level, separate Active Transportation bridge adjacent to the new river bridge.
- Minimizes land acquisition requirements in surrounding neighbourhoods.

LAND ACQUISITION

Some land needs to be acquired for the project. The details of the land acquisition plan are being finalized, and every effort is being made to minimize property disruption.

In all, nine residential and 10 commercial / nonresidential properties may be affected, with most involving the acquisition of narrow strips, or slivers, of land. No more than two homes, and possibly none at all depending on final design details, will need to be acquired.

The owners of all the affected properties have already been notified, and in accordance with established policy, the City is endeavouring to negotiate the purchase of any required land with the owners.

LANDSCAPING

Attractive landscaping forms an integral part of the Disraeli Bridges Project at four locations: the Elmwood landing, the Point Douglas landing, the CPR overpass landing and the Disraeli Street exit ramp.

Landscaping treatments will:

- Create a more residential feel for adjoining neighbourhoods and a convenient park-like haven for residents, pedestrians and cyclists.
- Enhance the safety of those using these areas by providing well lit and open spaces.
- Buffer the sight and sound of the Freeway.
- Improve the aesthetic appeal of the green spaces with trees, shrubs, grass, attractive benches and other furnishings.
- Ensure more plantings and green space will be visible for those crossing the bridge and overpass by car, bicycle or on foot.



Rendering of landscaping adjacent to Disraeli Street exit ramp (at right)



Rendering of landscaping at the Point Douglas landing



Elmwood landing



Point Douglas landing

AESTHETICS

New aesthetic elements of the Disraeli bridges and overpass design will ensure Winnipeg's largest bridge project to-date contributes to the vision of Winnipeg as a vibrant and healthy city.

- Gateways and public art features will enhance the project and entryways to adjacent communities.
- An "under-bridge" art gallery will feature murals on the piers of the overpass and contributions from local artists.
- Lighting and attractive banners will run the length of the vehicular bridge.
- Ornate railings, interpretive lookouts and rest areas protected by shade canopies will enhance the aesthetics and functionality of the Active Transportation bridge.
- While separate structures, the vehicular and Active Transportation bridges will be architecturally and aesthetically harmonious.



Day rendering of landscaping and an "under-bridge" gallery at the CPR overpass



Night rendering of landscaping and a well lit "under-bridge" gallery at the CPR overpass

ACTIVE TRANSPORTATION

A new Active Transportation (AT) bridge over the Red River will link Elmwood and Point Douglas, providing good links to existing and future AT routes.

Key Features:

- The existing river piers will be cut down and re-used to support the AT bridge.
- The AT bridge will be built at a lower height than the vehicular bridge, reducing the steepness of the grade users will have to climb.
- The bridge will be five metres in width to promote both pedestrian and cyclist use.
- All elements will be designed to Winnipeg Accessibility Design Standards.

Cyclists and pedestrians will also be able to use the vehicular bridge. Sharrows indicating shared lanes of travel for bicycles and vehicles will be painted in the curb lane in each direction. A sidewalk will be separated from traffic by a concrete barrier to increase pedestrian safety.

ENVIRONMENTAL CONSIDERATIONS

The Disraeli Bridges Project is subject to both federal and provincial environmental assessment processes.

Provincially, the Disraeli Bridges Project constitutes a Class 2 development, which requires a license prior to the initiation of any works.

Federally, the construction of the new vehicular bridge requires approval under the Navigable Waters Protection Act (NWPA) from Transport Canada and may also require authorization under the Fisheries Act from Fisheries and Oceans Canada.

The environmental impact assessment report will include:

- A description of project alternatives, the existing environmental setting, potential environmental effects and how undesirable effects will be avoided / lessened, or positive benefits will be enhanced.
- A proposed environmental monitoring plan for the construction phases.

Manitoba Conservation is the primary point of contact for the environmental assessment of this project.

WHO IS PRW?

Plenary Roads Winnipeg (PRW) is the design and construction consortium responsible for building and maintaining the bridges.

The Plenary Roads Winnipeg team consists of the Plenary Group (Canada) Ltd., PCL Constructors Canada Inc., Wardrop Engineering Inc. and Stantec Consulting Ltd.

PRW brings together partners who are long serving businesses in Winnipeg, and who share a passion to deliver this important project for the people of Winnipeg. The team has global and local experience.

WHO IS PRW?

Project Development and Finance



Plenary Group, as the 100% equity provider and long term asset manager, specializes in Canadian P3 infrastructure projects. Plenary Group's business is based on successful partnerships, a focus on project delivery and active commitment over the long term. Plenary Group has offices in Toronto, Vancouver, and Edmonton and is a leading developer and operator of P3 projects. Plenary Group features specialist design and construction, asset management and finance personnel and has as its sole focus the delivery of the Disraeli Bridges Project on time and on budget and its successful operations and maintenance over the 30 years operating term.

Engineering and Design



Wardrop is the prime design consultant for the Plenary Roads Winnipeg team. Wardrop is a full service engineering and consulting firm with over 50 years of experience. Originating in Winnipeg in 1955, Wardrop has developed a full range of expertise with a global presence, and brings the best of its experience to the Disraeli Project.



Stantec Stantec is responsible for the roadwork design, underground utility design, and coordination of other utilities for the Project. Established in 1954, Stantec provides professional design and consulting services in planning, engineering, architecture, surveying, economics, and project management.

Construction



PCL Constructors Canada Inc. is a member of the PCL family of companies, Canada's leading construction contractor and one of North America's largest construction providers. With operations based in Winnipeg since 1963, PCL is a locally based contractor with extensive knowledge of the Winnipeg construction industry.

Operations and Maintenance



Plenary Roads is a subsidiary of Plenary Group, and will be responsible for the operations and maintenance of the Disraeli Project. Plenary and its personnel have asset management experience across a broad range of projects.

A PUBLIC-PRIVATE PARTNERSHIP

The Disraeli Bridges Project is a Public-Private Partnership (PPP) between the City of Winnipeg and Plenary Roads Winnipeg.

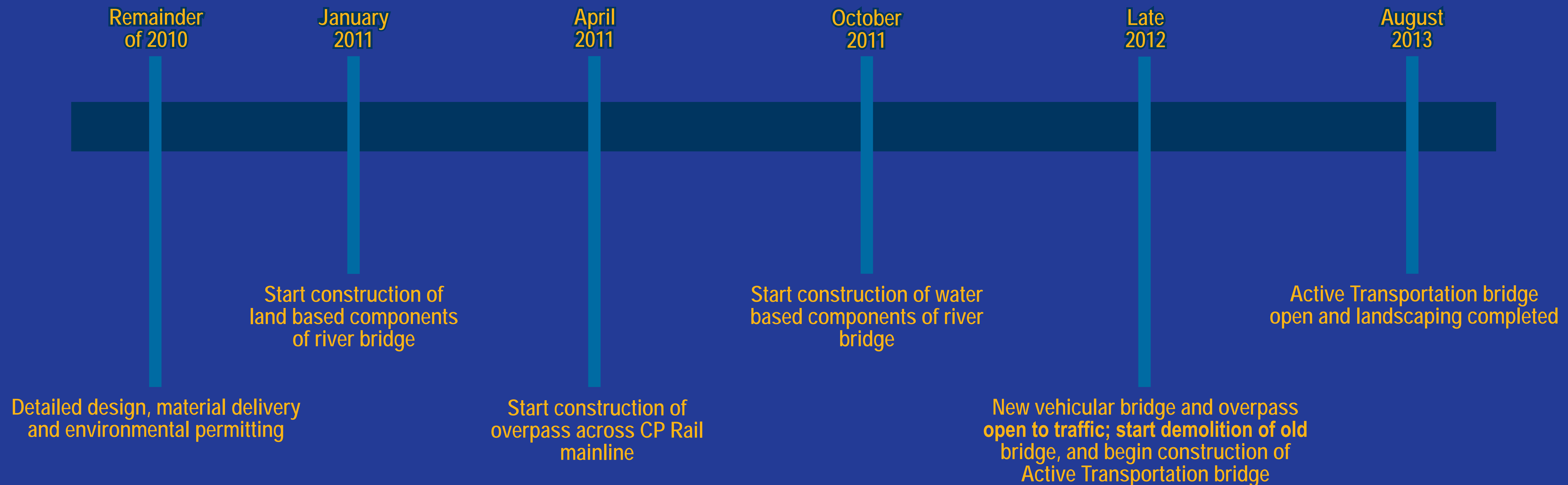
One of the benefits of the innovative PPP model is that in addition to the City's experienced staff, it brings external engineering and contractor experience to the table. This combination of expertise represents the best mix available to generate the optimal solution to replacing this key piece of Winnipeg's transportation infrastructure.

The Disraeli Bridges Project follows the "design-build-finance-maintain" (DBFM) model, which means Plenary Roads Winnipeg is responsible for financing, design, construction and maintenance costs during the 30-year term of the contract.

For its part, the City, with contributing funding from the Governments of Canada and Manitoba, will make a commissioning payment and then annual performance-based service payments to Plenary.

At the end of the 30-year contract, Plenary will turn the Disraeli Bridges over to the City in well maintained condition.

PROJECT TIMELINE



THANK YOU

Thank you for viewing the Disraeli Bridges Project presentation materials.

Feel free to discuss any questions you may have with project representatives or complete a comment form in order to provide us with further response.

For more information about the Disraeli Bridges Project, please call 311 or visit <http://www.winnipeg.ca/publicworks/MajorProjects/DisraeliBridges>.