St. Vital Bridge Rehabilitation

Stakeholder Engagement

March 2022

Winnipeg

Agenda

Project background

- Project area & scope
- Existing conditions

Design overview

- Community connections
- Routing

Next steps

Discussion

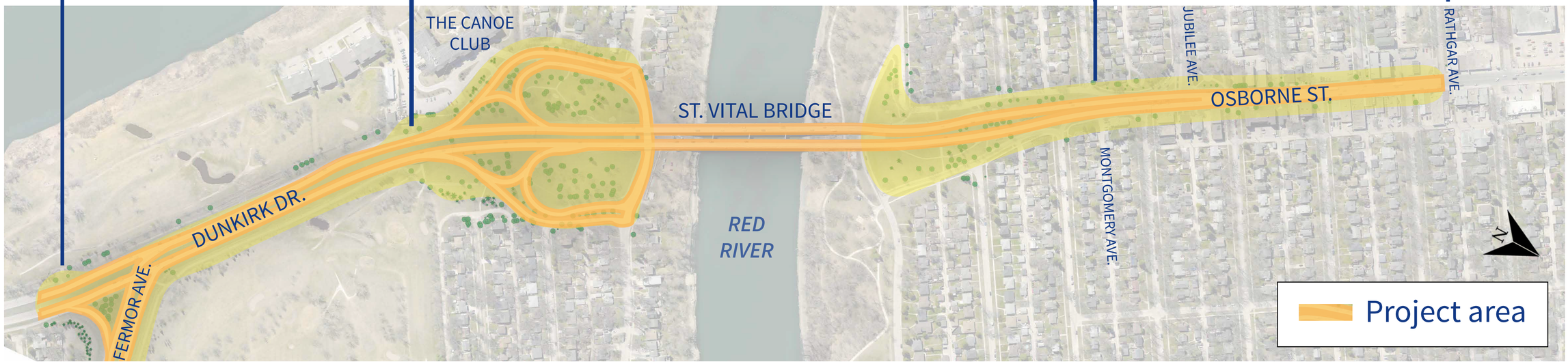
Project background

Project area and scope

- Twin bridge rehabilitation
- Widen bridge deck to accommodate active transportation
- Road renewal
- Modification of access ramps to Kingston Row
- Tunnel rehabilitation
- Relocate transit stops and improve facilities
- Pedestrian/cycling facility improvements

- Road resurfacing
- Transit improvements

- Road resurfacing
- Sidewalk rehabilitation



Project timeline

1
Study kick-off
July 2021

2
Site investigation and analysis
July - Dec. 2021

3
Preliminary bridge road design
February 2022

4
Stakeholder meetings with adjacent property owners and groups
March 2022

*** WE ARE HERE ***

5
Refine preliminary design
March - April 2022

6
Submit final preliminary design report
May 2022

Next steps:

Detailed design
2022

Construction
January 2023 - Summer 2025

Existing conditions

Time to renew the bridge and roadways in the project area

St. Vital Bridges require structural maintenance to extend lifespan

Roadway pavements are in poor condition

Existing conditions

Time to renew the sidewalks and Transit infrastructure in the project area

Sidewalk and multi-use path pavements are in poor condition.

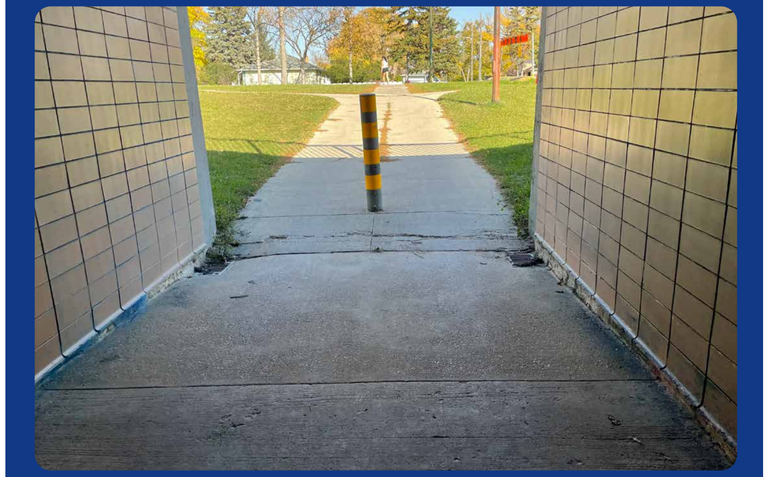
No delineation of path of travel.

Transit stops don’t accommodate new bus fleet.

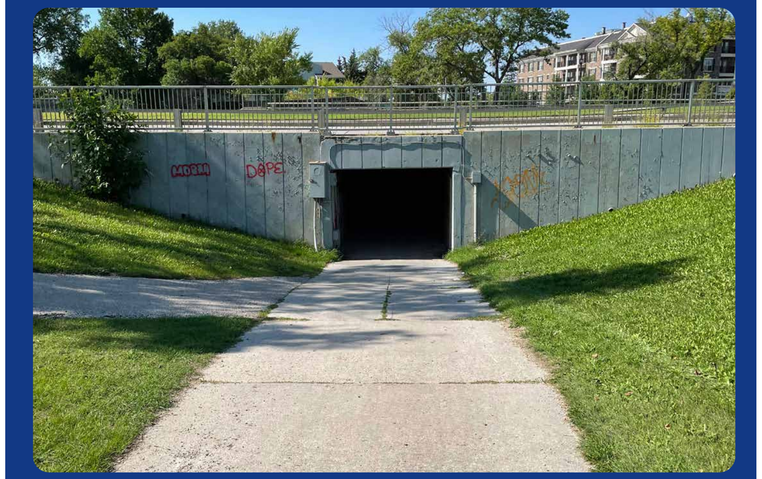
Existing conditions

Pedestrian tunnels need renewing and pathways need accessibility improvements to ensure barrier-free movement

Pedestrian tunnels under Osborne Street and Dunkirk Drive require improvements



Paths to pedestrian tunnels do not meet accessibility standards



Sidewalks and pedestrian crossings are not accessible for all users

Existing conditions

Improve pedestrian and cycling connections and facilities on the bridge and fill gaps in the active transportation network

Bridge has a narrow path (1.5m) on both sides and does not allow multiple users

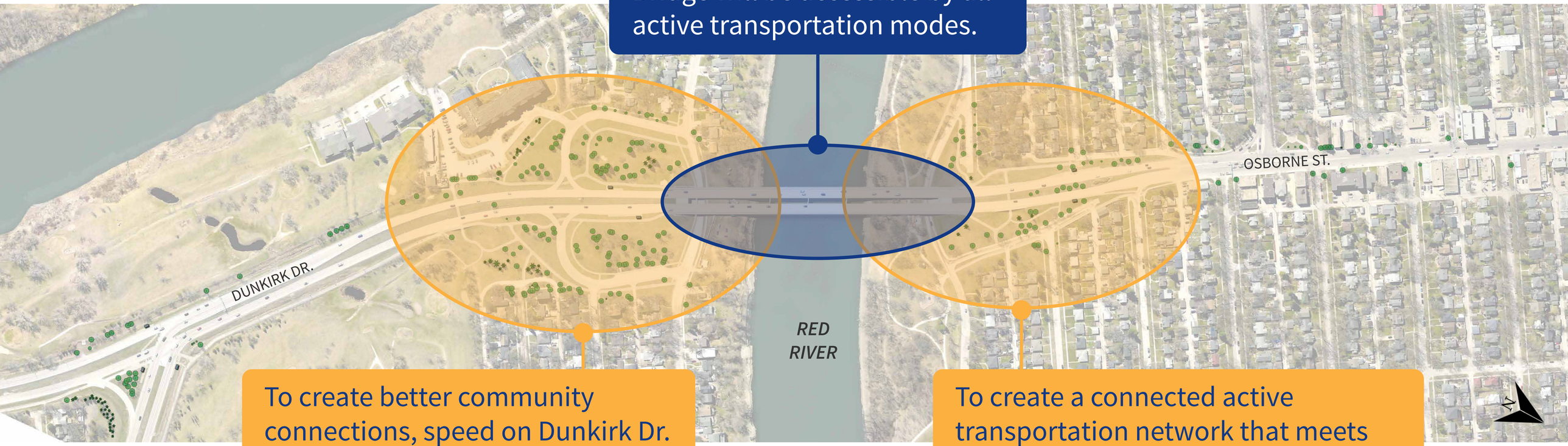
Informal paths fill in gaps in active transportation network

Multi-use path ends at roadway with no cycling connection to bridge

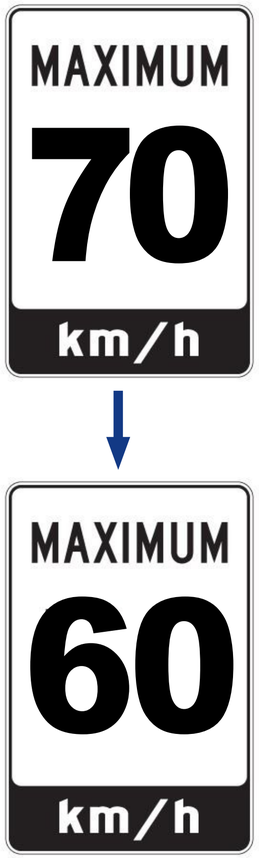
Design overview

- Community connections
- Routing

Community connections



Roadway design - speed



Proposed speed limit reduction from 70 km/h to 60 km/h on Dunkirk Dr. This allows the following:

- Removal of acceleration and deceleration lanes
- Removal of bus exits/re-entry
- Removal of roadside infrastructure - overhead signs, aluminum guardrails
- Opportunities for tree planting along the boulevard and within the median
- Cost savings - existing cross section of structure can accommodate standard lane widths at 60 km/h.

Planned bridge design

Bridge rehabilitation will extend the service life for 50 years and improve active transportation connections

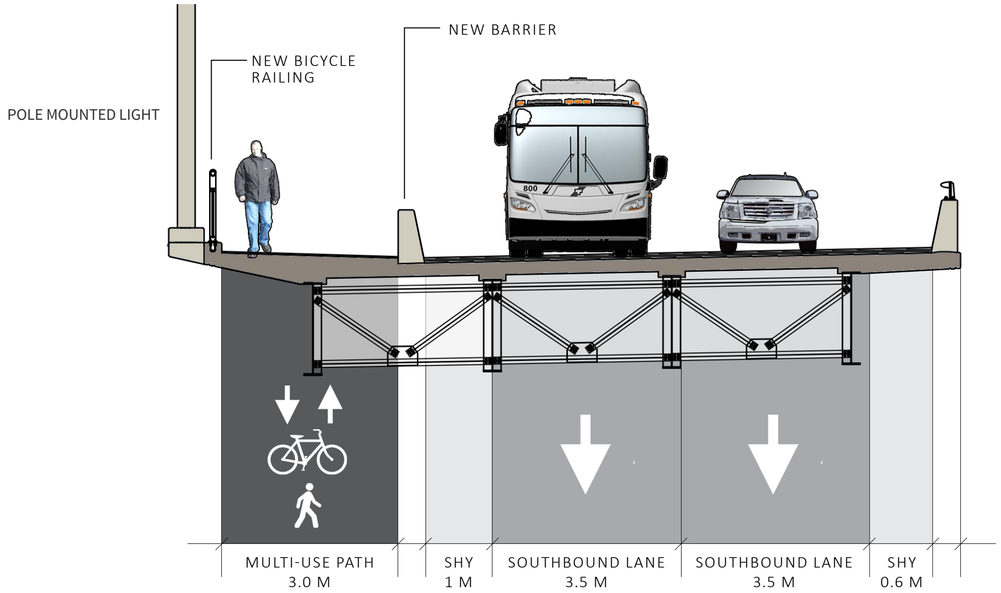
Concrete bridge deck replacement

Strengthen and coat steel girders

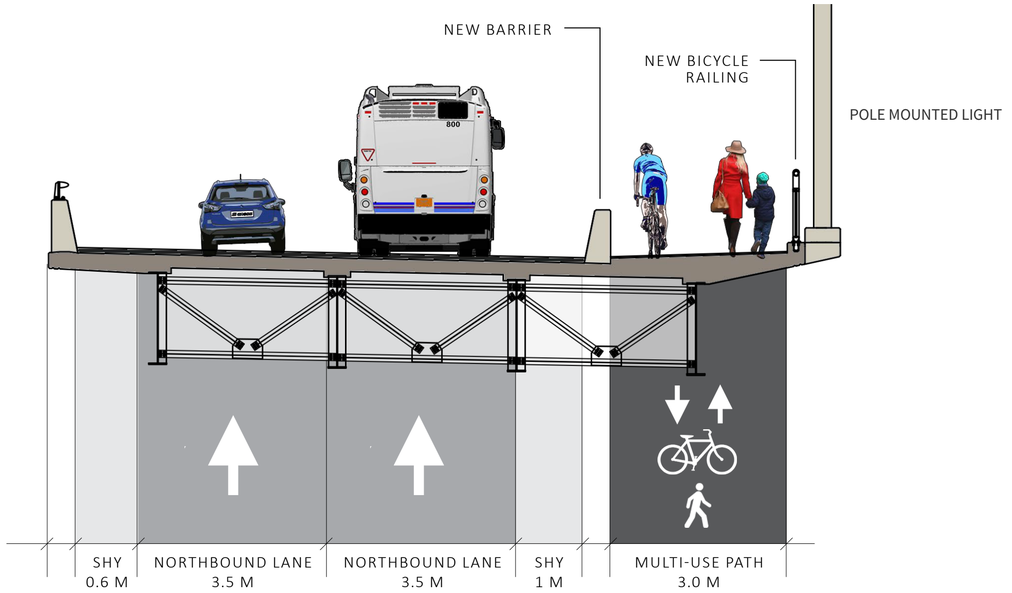
Bridge foundation remedial works

Riverbank stabilization

Bridge deck widened to include multi-use pathways

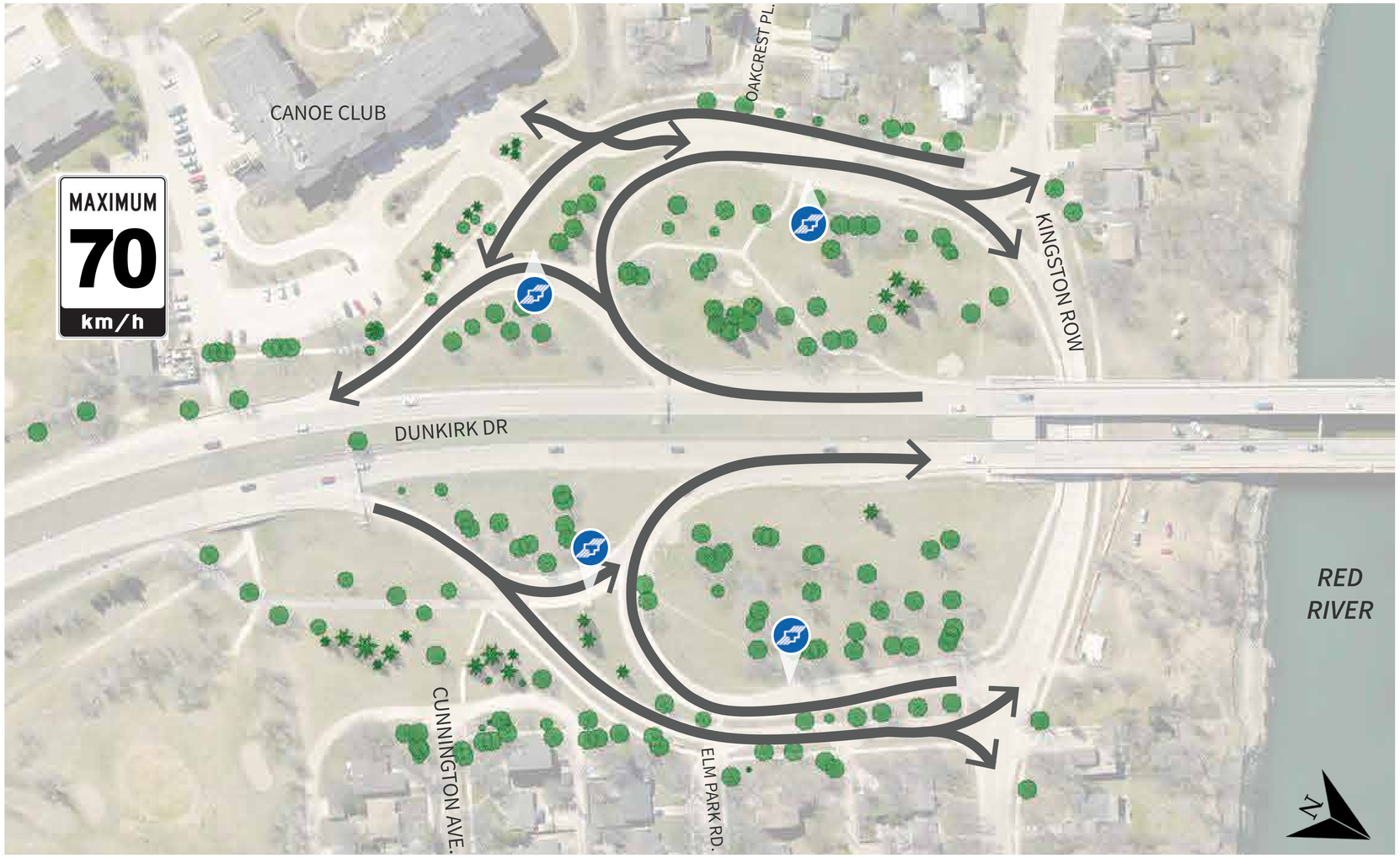


SOUTHBOUND

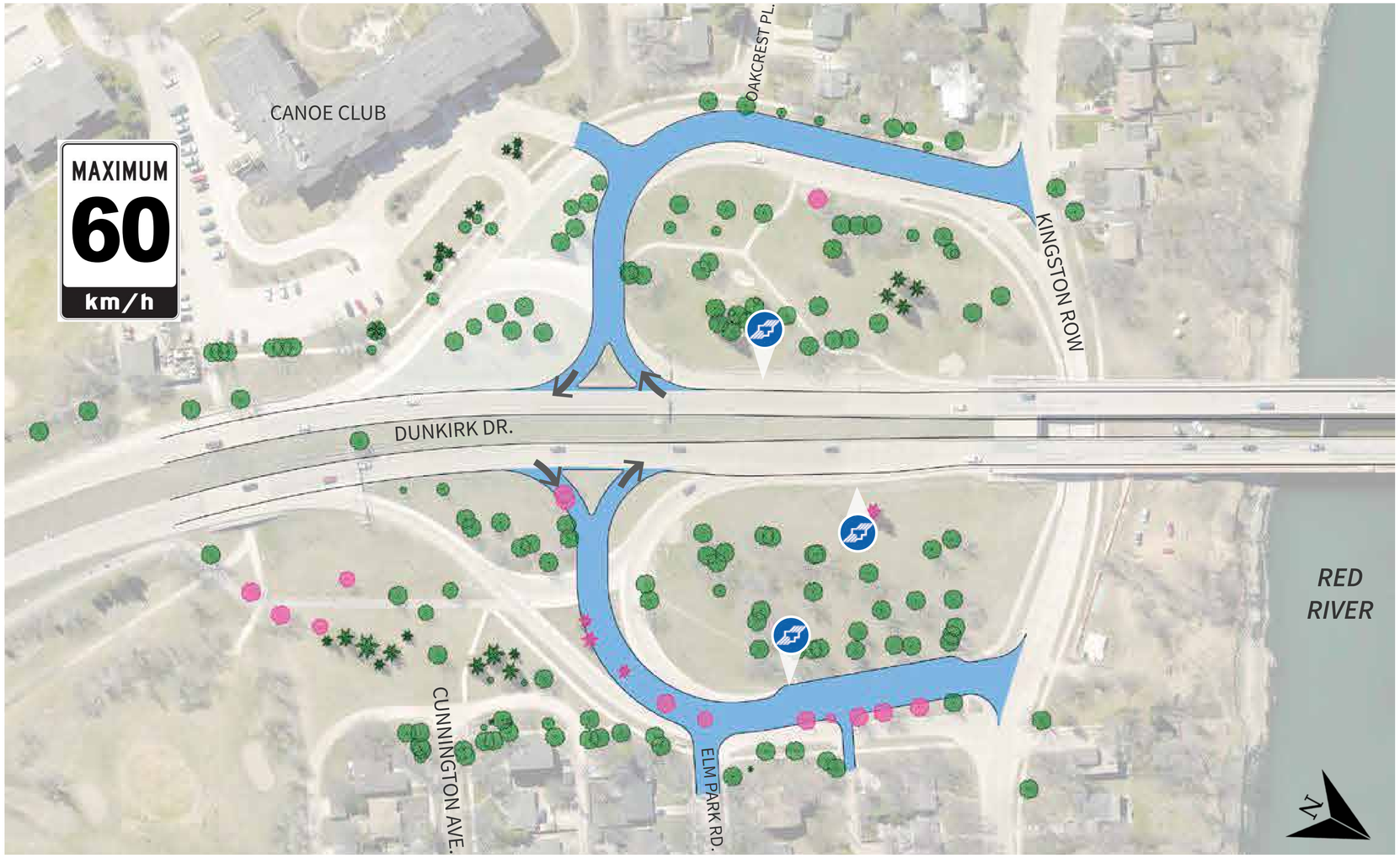


NORTHBOUND

Existing vehicle routing and transit stops

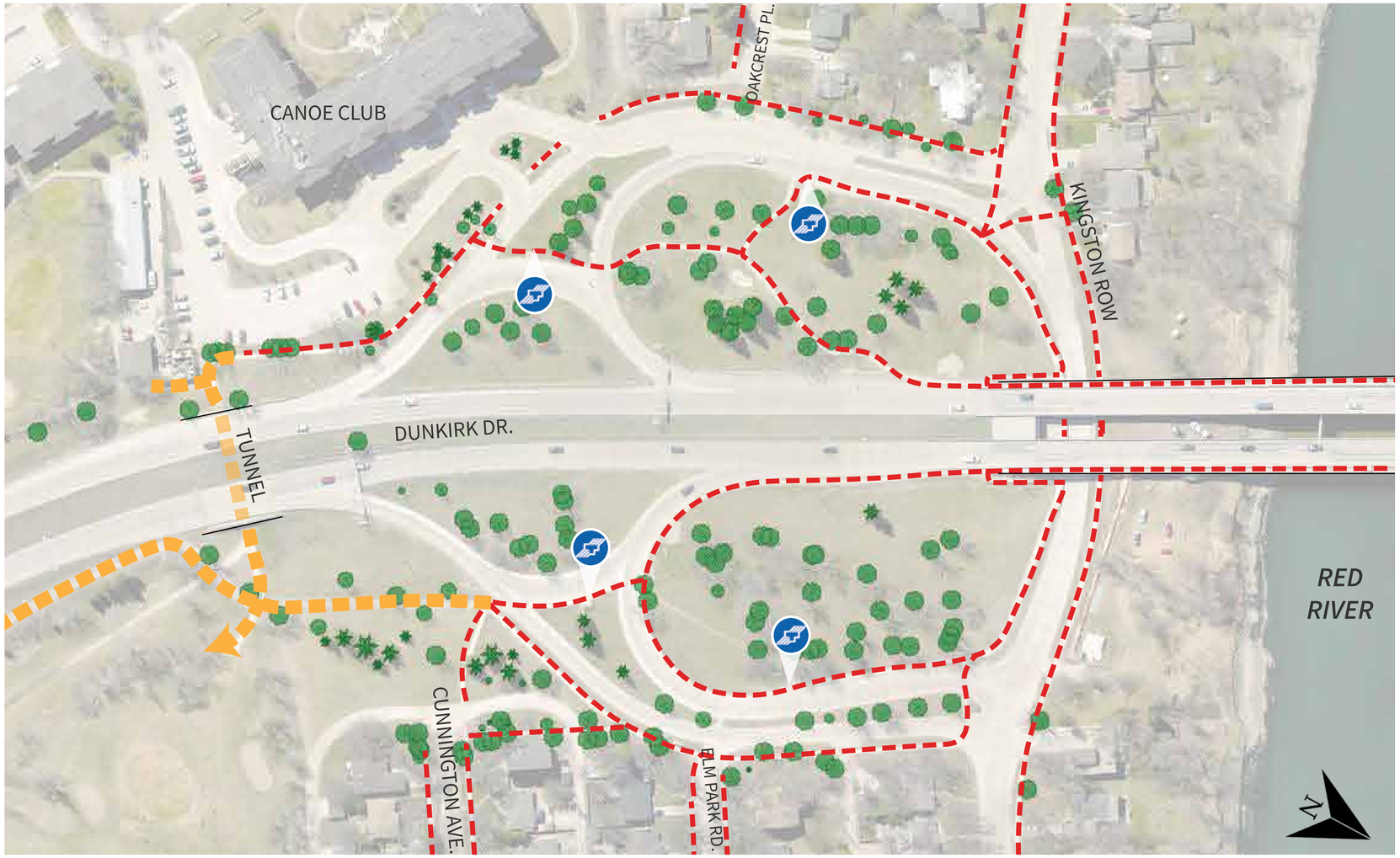


Proposed vehicle routing and transit stops



- Total of 1.6 km of road rehabilitated
- 9,800 sq m of road will be removed and replaced with only 5,000 sq m, nearly cutting this amount of roadway in half

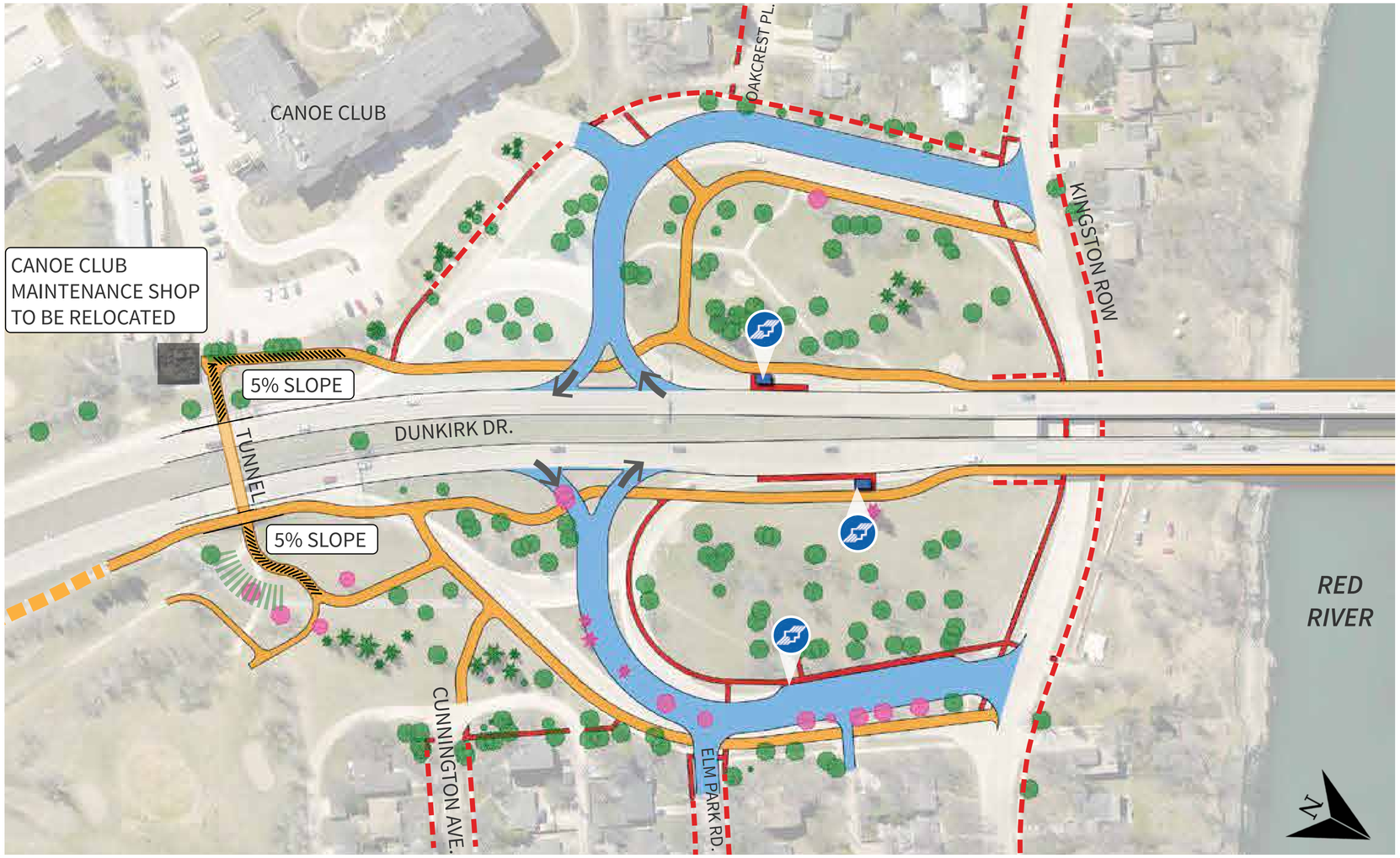
Existing pedestrian and cycling network



Existing multi-use path

Existing sidewalk

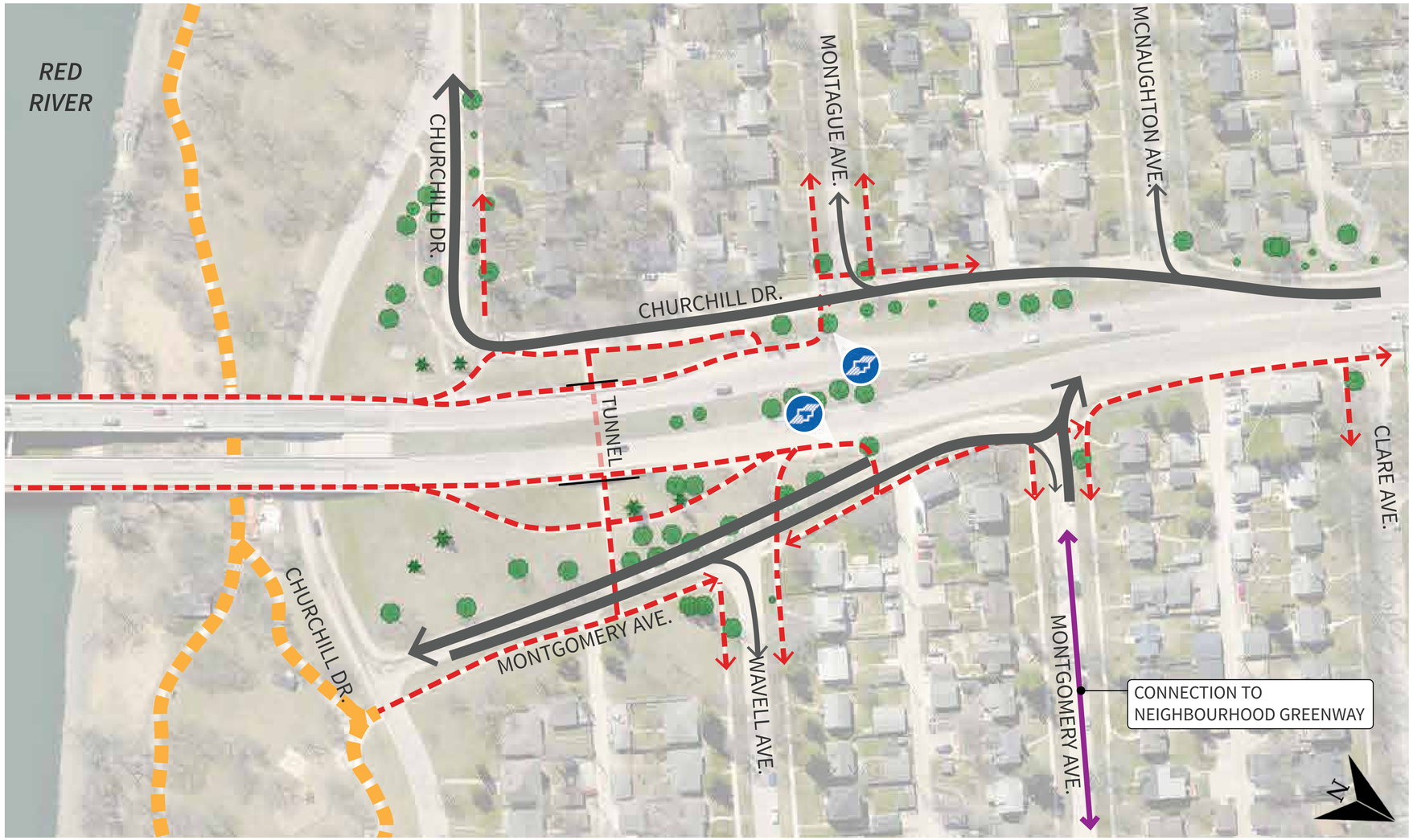
Proposed pedestrian and cycling opportunities



- 1,450 lineal metres of new multi-use pathways will replace sidewalks and improve connections to the bridge and neighbourhood

Proposed road modifications
Proposed multi-use path
Proposed path to tunnel
Proposed sidewalk
Existing multi-use path
Existing sidewalk
Trees to remain
Trees to be removed

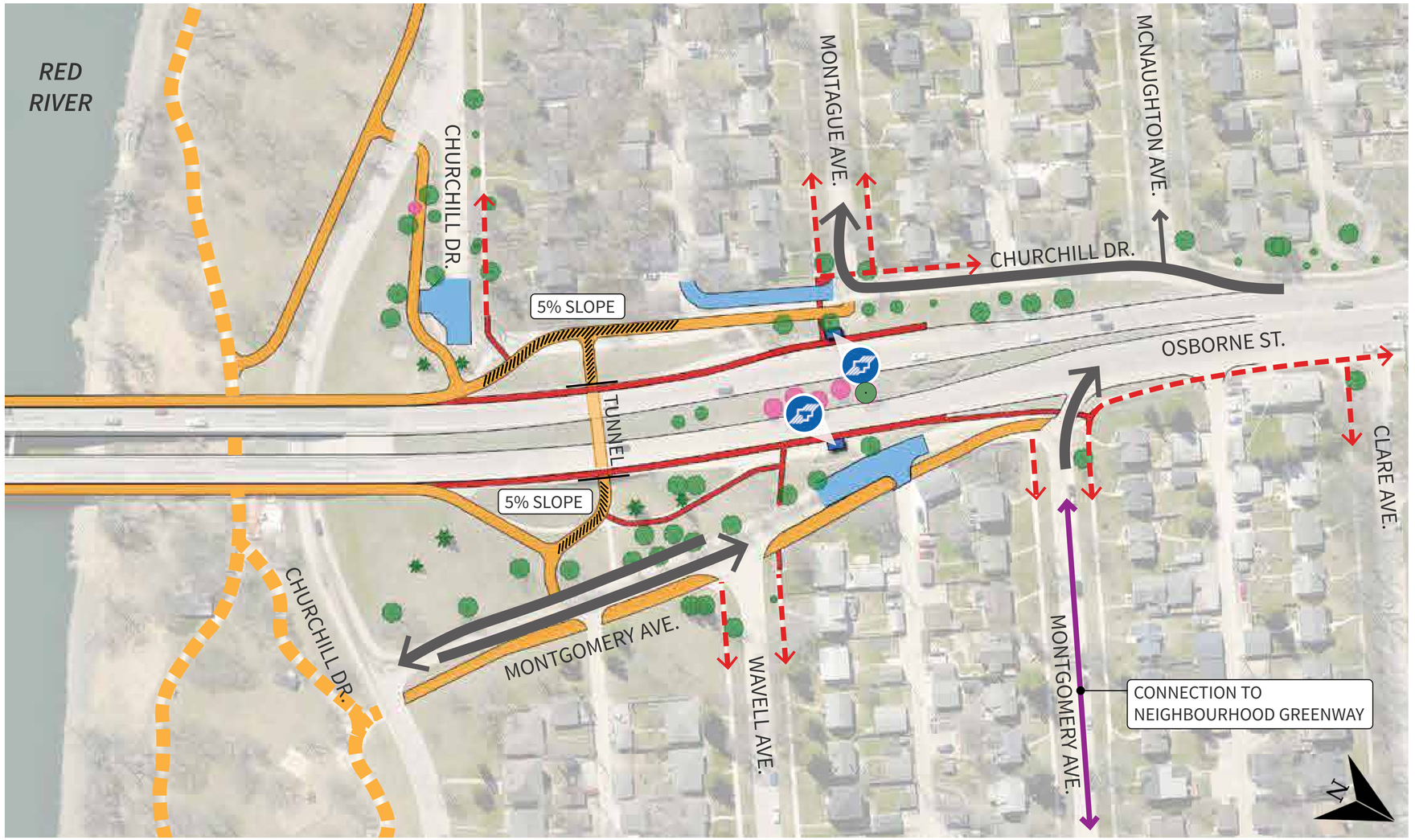
Existing vehicle routing, pedestrian / cycling network and transit



Existing multi-use path

Existing sidewalk

Proposed vehicle routing, pedestrian / cycling network and transit



- To provide an accessible slope to the pedestrian tunnel (from 10% to 5%), road closure on Churchill Dr. is required
- To create continuous and safe cycling connection, road closure on Montgomery Ave. is required

Proposed road modifications
Proposed multi-use path
Proposed path to tunnel
Proposed sidewalk
Existing multi-use path
Existing sidewalk
Trees to remain
Trees to be removed

Proposed pedestrian connections & Transit stops

Proposed road modifications

Proposed multi-use path

Proposed sidewalk

Existing multi-use path

Trees to remain

Trees to be removed

Proposed pedestrian opportunities

Improved pedestrian accessibility between Montgomery Ave. and Rathgar Ave.

Opportunity to create green corridor with urban street tree planting

Sidewalk rehabilitation and repaving with addition of MMA banding and tactile strips to improve accessibility.

Existing

Proposed

Next steps

Public art stakeholder working group

- A working group will be formed to discuss public art and provide recommendations for the St. Vital Bridge project

- We are accepting nominations to form a group of 8-10 people. The working group will meet three times before the end of June 2022.

- If you or someone you know would be a good addition to this working group, reach out to Meaghan to learn more and receive the nomination form (mpauls@scatliff.ca)

Next Steps

Construction Staging

The City of Winnipeg is mindful that the Jubilee Avenue street reconstruction project is scheduled to begin May 2022. The portion connecting Jubilee Ave. to Osborne St. is planned to be completed by Fall 2022.

Construction work for the rehabilitation of the St. Vital Bridge is scheduled to take place January 2023 - Summer 2025.

Thank you

Thank you for joining and contributing to today’s meeting.
We appreciate your participation.

Let’s discuss!