

# Disraeli' Bridge Bill Only \$5.2 Million

Winnipeg finance committee got the bill for the Disraeli bridge and freeway today and discovered that the province had paid almost half the total cost.

Total cost is \$5,213,373, city finance commissioner J. R. McInnes reported. Of this amount, the province's share is \$2,525,341 and Winnipeg's \$2,601,219. East Kildonan is contributing \$86,812.

Early expectations were that

## Lane Speed Limit Asked At 15 MPH

The Winnipeg police commission will ask Attorney-General Sterling Lyon to impose 15 mile an hour speed limits for rear lanes in all Manitoba municipalities.

The commission will also ask that the new regulations, if passed, be pointed out on all speed signs at city limits.

The suggestion is that the signs reading "maximum speed

the costs might run as high as \$7 million.

Mr. McInnes gave this breakdown:

The bridge, \$2,158,573; the expressway, \$1,618,187; downtown approaches to expressway, \$1,272,508; still to be paid for property purchase, \$164,103.

These figures are for total costs, including construction, land purchases and equipment.

The province paid the total construction cost of the bridge, which was \$1,785,531 and 50 percent of the net construction costs of the expressway which came to \$739,810.

Winnipeg's share was largely taken up by land acquisition costs, which totalled for the whole development \$1,818,701.

East Kildonan contributed 3.75 percent of the estimated net cost of the expressway.

Ald. Mark Danzker noted that the city's contribution had exceeded that of the province.

"It's amazing to me that the province paid almost half," said Ald. F. Walter Crawford. "It's more than I expected."

"I think the province has done very well by us. Certainly they should be commended publicly for their help in this matter."



THE COUNCIL OF THE CITY OF WINNIPEG  
*takes pleasure in announcing*  
*the ceremonies officially opening the*

# Disraeli Bridge

on

**Tuesday, October 20th, 1959**

Commencing at 11:00 a.m.

HONORABLE DUFF ROBLIN, PREMIER OF MANITOBA AND  
HIS WORSHIP MAYOR STEPHEN JUBA,  
will deliver short addresses to mark the occasion.

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LUNCHEON, *Fort Garry Hotel*, 12:00 NOON

# Disraeli Bridge . . .

*TODAY WE HAVE SEEN the Disraeli Bridge and its approaches in the final stage of completion. The Project Engineer for the Province and City, Mr. A. J. Taunton, has set a target date of July 31st, 1960, for the finish of the overpass structure. I share with him the hope that with the co-operation of everyone connected with this project that this date can be met.*

*While the Disraeli Bridge will not solve all our problems it is a giant stride which a few years ago seemed nothing more than a dim prospect somewhere in the future.*

*The remarks I made this morning at the official opening with reference to the assistance and encouragement received from the Province of Manitoba, I am sure, are shared by all our citizens. Our Engineers have informed me of the splendid co-operation received at all times from the Province through the Deputy Minister, George Collins, and the members of his staff.*

*The future development and prosperity of Greater Winnipeg can, I am confident, only be fully realized if we strive together to supply the means whereby our people have access to and from their places of business and residences. Our progress will be measured in a large part by the manner in which we solve our more pressing traffic problems.*

*To the Engineers, Contractors, Sub-Contractors and everyone associated with the work on the Bridge I extend my sincere personal congratulations. Within the scope of this message it is impossible for me to single out individuals who are deserving of special commendation. I hope to be able to convey this to each of them personally.*

STEPHEN JUBA,  
MAYOR.

*City Council • 1959 •* STEPHEN JUBA, MAYOR.

## ALDERMEN WARD I

H. C. AVERY  
F. W. CRAWFORD  
J. GURZON HARVEY, Q.C.  
MALCOLM McDIARMID  
D. A. MULLIGAN  
MRS. E. I. TENNANT

## ALDERMEN WARD II

A. E. BENNETT  
J. A. COULTER  
G. R. FINES  
P. W. GOODMAN†  
MRS. L. HALFONQUIST  
C. H. SPENCE

## ALDERMEN WARD III

S. M. CHERNIACK  
PAUL PARASHIN  
JACOB PENNER  
SLAW REBCHUK  
H. L. STEVENS  
PETER TARASKA

## *Luncheon Menu*

CELERY

MIXED OLIVES

SEAFOOD - WITH SHRIMP SUPREME

CREAM OF CHICKEN DISRAELI

ROAST PRIME RIBS OF WESTERN BEEF

YORKSHIRE PUDDING

POTATOES AU GRATIN

GREEN PEAS

PEACH MELBA

COFFEE

Hon. Duff Roblin  
 Hon. Stewart E. McLean  
 Hon. Sterling R. Lyon  
 Hon. Gurney Evans  
 Hon. George Johnson  
 Hon. J. B. Carroll  
 Hon. E. F. Willis  
 Hon. John Thompson  
 Geo. Wm. Johnson  
 Robert Gordon Smellie  
 R. O. Lissaman  
 E. R. Schreyer  
 J. M. Hawryluk  
 Edmond Prefontaine  
 John Ingebrightson  
 William Homer Hamilton  
 S. Peters  
 John P. Tanchak

M. N. Hryhoreczuk, Q.C.  
 Peter Wagner  
 Charles H. Witney  
 Nelson Shoemaker  
 B. P. Strickland  
 Gildas Molgat  
 Arthur E. Wright  
 Fred T. Klym  
 Richard Seaborn  
 Morris A. Gray  
 A. J. Reid  
 Oscar F. Bjornson  
 D. L. Campbell  
 Stan Roberts  
 Lemuel Harris  
 Walter Weir  
 Harry P. Shewman  
 Dr. Obie Baizley

Maurice E. Ridley  
 John Aaron Christianson  
 Russell Paulley  
 W. B. Scarth, Q.C.  
 Keith Alexander  
 Abram W. Harrison  
 George Hutton  
 Joe Jeannotte  
 Laurent Desjardins  
 Elman Guttormson  
 D. M. Stanes  
 David Orlikow  
 Dr. W. G. Martin  
 Fred Groves  
 T. P. Hillhouse, Q.C.  
 M. E. McKellar  
 A. E. Corbett  
 James Cowan

Mayor George N. Suttie  
 Alderman W. T. Snowdon  
 Alderman E. Rudolph

Alderman S. C. McLeod  
 Alderman E. B. Bodie  
 Alderman T. Armstrong

Alderman A. J. Reid  
 P. F. C. Byars  
 J. W. Battershill

J. R. McInnes  
 W. D. Hurst  
 G. L. Gardner  
 T. E. Storey  
 H. Benditt  
 K. Hallson  
 J. Ediger

J. Clarke  
 J. Phillips  
 W. Walkden  
 J. B. Striowski  
 A. Laughlin  
 C. Vogel  
 C. Keeping

W. Finnbogason  
 A. J. Taunton  
 Chief R. T. Taft  
 Chief D. S. Dunnett  
 W. Fraser, Q.C.  
 T. R. Hodgson  
 J. W. Gordon

J. C. Trueman  
 R. F. Boyd  
 F. Wesley  
 F. M. Fowler  
 R. E. Gottfred  
 Geo. Watson  
 Harold Batchelor  
 K. W. Macaw  
 Ted Brothan

R. Bockstael  
 R. Turenne  
 K. Wangen  
 B. A. Hay  
 J. A. Duncan  
 J. P. Cullen  
 J. Sill  
 C. V. Antenbring  
 C. L. Fisher

Milton Lake  
 J. C. Harrison  
 G. T. Smith  
 W. C. Harris  
 Geo. DePauw  
 Geo. Collins  
 C. E. Bond

Fred B. Furgeson  
 M. M. Wocks  
 E. R. Gardner  
 J. S. McMahon  
 W. G. McLeod  
 N. S. McLean

J. A. Hammond  
 J. R. Finlay  
 Roland Couture  
 L. E. Moffat  
 J. O. Blick  
 Ross Munro

Victor Sifton  
 J. James  
 R. B. Russell  
 W. J. Corley

# Twice-Defeated Disraeli Bridge Is Now Open

The Disraeli bridge, which twice met defeat at the hands of Winnipeg ratepayers, was officially opened Tuesday morning — giving metropolitan Winnipeg a brand new traffic artery over the Red River to the downtown area.

Finally built by the provincial government, the bridge has a companion piece — the Disraeli Freeway, which is still to be completed. The freeway was finally approved by ratepayers after the river crossing itself was started.

The bridge was the second new crossing of Greater Winnipeg's rivers since 1917.

The 11 a.m. opening ceremony took place on the centre span to the music of bagpipes and the whoosh of rockets.

The musical color was provided by the Winnipeg Police Pipe Band. The rockets — three of them — were fired in honor of the three governments which shared in the cost of the bridge: Winnipeg, East Kildonan and Manitoba.

Premier Duff Roblin and Mayor Stephen Juba of Winnipeg snipped the ceremonial ribbon and declared the bridge officially open. About 150 invited guests looked on.

The ribbon-cutting ceremony came after Mayor George Suttle of East Kildonan walked, with his city council, from the north end of the bridge to join Winnipeg officials who came from the south end. The two councils joined forces in the centre of the bridge where the gold shears were presented to

the premier and Mayor Juba by senior engineering officials of the province and city.

Following the ceremony the guests were provided with a police escort to the Fort Garry Hotel where a civic reception and luncheon were held.

Speakers at the luncheon were George Collins, deputy minister of public works, and W. D. Hurst, Winnipeg city engineer.

A featured dish on the luncheon menu was Cream Of Chicken Disraeli.

## \$687,000

## Winter Works Aim

Winnipeg is aiming at \$687,000 worth of winter works projects this winter. Of this total, \$112,000 would be labor costs which the federal government would share.

The city will also send a delegation to the provincial minister of labor to find out whether the province intends to contribute toward any municipal winter works programs undertaken in Manitoba this year. Last winter the province assisted in the projects but the government has made no announcement of any such intention this winter.



# CITY OF CROOKED STREETS

November 1938

## Bridge Would Ease Traffic Troubles

By J. H. GRAY

If Winnipeg originally had been laid out by surveyors instead of meandering cows, and if the pioneer urge to erect the most outlandish buildings in the most outlandish places had been squelched, Winnipeg would have little cause to worry about town planning today. Such was unfortunately not the case. Buildings were thrown up along crooked trails, the crooked trails became streets and presently the city became a hopeless maze of streets and avenues that started and stopped without rhyme or reason.

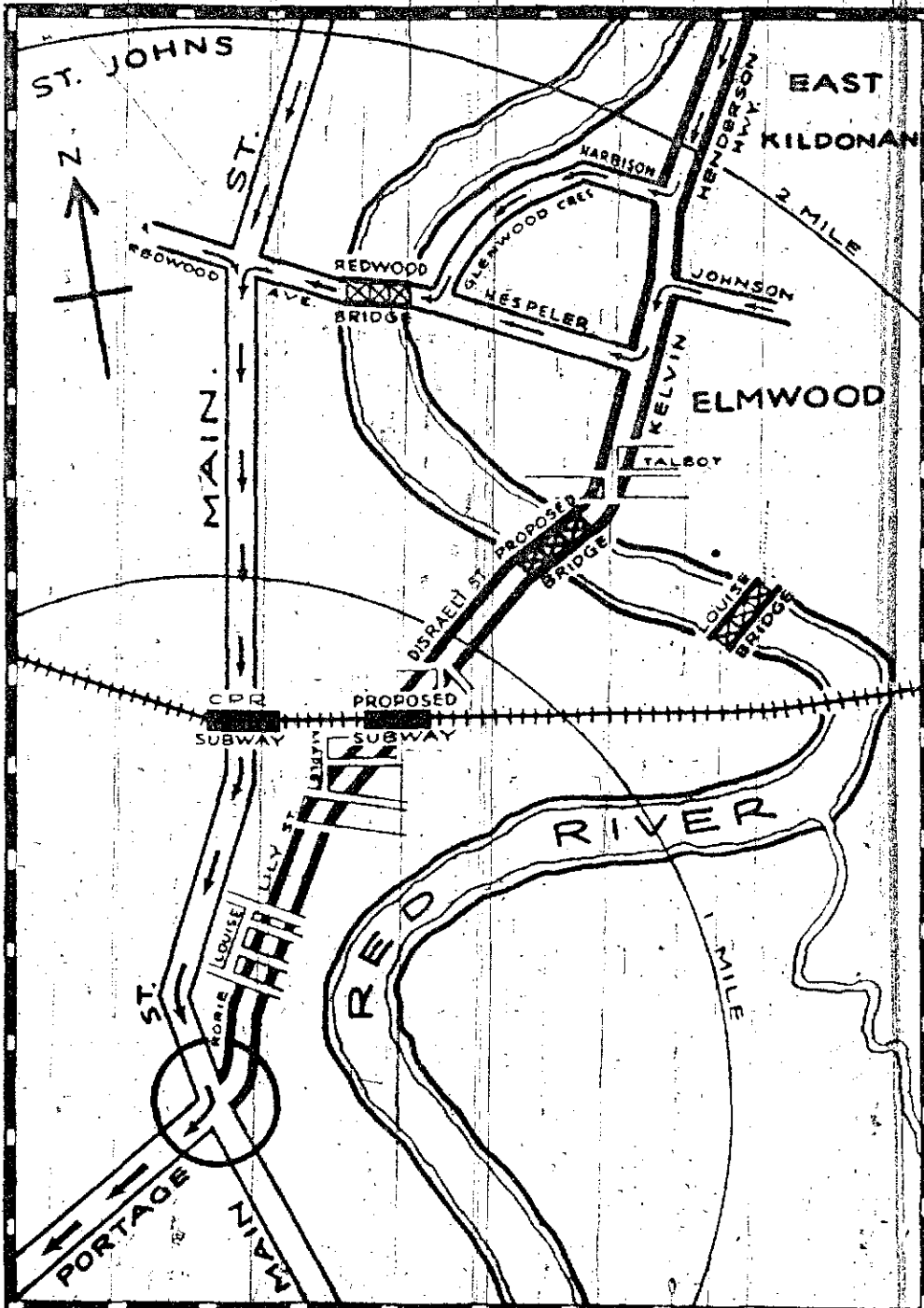
When automobile traffic expanded the maze developed madhouse proportions. Main street and Portage avenue, despite their splendid width, could not cope with the traffic and so town planning experts went to work to devise ways and means of easing the traffic flow.

They suggested the building of a system of arterial highways to take the pressure off Portage avenue and Main street. First came the paving of River avenue, then the Osborne extension, then the widening of Ellice avenue and Arlington street and finally the crosstown highway connecting Salter street with Portage avenue.

### Needed Improvements

Also on their books was a bridge over the Red river at the foot of Kelvin street to connect with Disraeli street, a subway under the Canadian Pacific railway tracks, Lily street, an extension of Rorie street and Portage avenue east. If this improvement was desirable a decade ago, it is hardly less so today.

Much of the congestion on Main street comes from the Elmwood-East Kildonan traffic that flows over the Redwood bridge. Traffic is so heavy along this route that an opening of the bridge will quickly back it up for as much as a quarter of a mile. This heavy traffic has an adverse effect on one of the finest residential districts of the north end. Glenwood crescent has become a veritable arterial highway, particu-



Here, with the heavy black lines, is the route of the Rorie street extension to a Kelvin street bridge. It was suggested many years ago by town-planning experts, but nothing was ever done about it. To construct such a highway it would be necessary to extend Rorie street four blocks to connect with Lily street. A new subway under the Canadian Pacific railway tracks would connect Disraeli street with an extension of Lily street. At present most of the traffic from western Elmwood and East Kildonan flows across Redwood bridge to Main street. Construction of the new highway would ease the congestion on that street, particularly between Portage avenue and Sutherland avenue.

verse effect on one of the finest residential districts of the north end. Glenwood crescent has become a veritable arterial highway, particularly over week-ends. Motorists from all over the city use it to get to Henderson highway.

Last year traffic in the Glenwood district became so hard on residential nerves that they went gunning for their aldermen. As a result, an ordinance was passed prohibiting through truck traffic on Glenwood crescent and Harbison, Carmen, Martin, Cobourg and Hart avenues. However, nothing has or could be done about automobile traffic. Construction of a bridge at Kelvin street would divert most, if not all, the East Kildonan traffic as well as that from east of Kelvin street. The distance from Harbison avenue and Kelvin street to Portage avenue would be cut by almost one-third.

In addition to these advantages, other benefits would accrue to the construction of this new highway. It might do something to revive property values along the route, just as the development of Graham avenue followed the widening of that thoroughfare. Merchants along Main street, who gain nothing from the traffic that speeds past their doors, might also benefit. Holidayers would have easier access to the trans-Canada highway by way of Henderson highway.

#### Louise Traffic Negligible

There is, of course, the Louise bridge, but the traffic from East Kildonan and Glenwood over it is practically negligible. It might be argued that the city would not be justified in building such a system for the benefit of people living in East and North Kildonan. Winnipeg, however, contributed about \$250,000 toward the cost of the two south Main street bridges, and these are used a great deal by St. Boniface and St. Vital residents.

There is, of course, a lot more to town planning than straightening, widening and construction of highways. One of the signal accomplishments of the town planning committee, which is also the zoning board, has been the classification of the city into residential, commercial and industrial zones. In an unplanned city, commercial enterprises creep into residential districts and the inevitable result is the lowering of property values in such areas. The committee, through its zoning rules, has done a great deal to prevent this in the last 10 years.



# New Structure Proposed At Foot of Kelvin Street

First major step toward construction of two new bridges across the Red and Assiniboine rivers in Winnipeg was taken Tuesday by civic public works committee. One of the proposed bridges would be built across the Red river to connect Disraeli street, in Point Douglas, with Kelvin street in Elmwood. The other would cross the Assiniboine river to connect Aubrey street with Waverley street.

Building of the bridge across the Red would take a tremendous traffic load off Main street. It would be tied in with a plan to provide an alternative north-south arterial street east of Main street. Under the proposed route, traffic bound for Elmwood and East Kildonan, instead of turning north off Portage into Main street, would move from Portage into Rorie street, and then north along existing streets and several cut-throughs to Disraeli street and the new bridge.

Officials say construction of the bridges will go a long way toward solving two of the city's biggest traffic problems.

The projects, which will likely cost about \$2,000,000, will first have to be approved by ratepayers. The committee hopes to have plans and estimates prepared in time to submit a money bylaw to the ratepayers next fall.

Approval for the hiring of a bridge engineer to draw plans and submit estimates by midsummer was given by the committee. The appointee is W. L. Walkden, 91 Ferndale avenue, Norwood, former bridge engineer, Canadian National Railways, western region. His appointment is effective Feb. 1 and is for five months.

The projects were recommended about two years ago in the original report of the Metropolitan planning commission, as part of its major thoroughfare plan.

W. D. Hurst, city engineer, told the committee that no estimate of the cost of the proposed bridges could be made yet, but he pointed out that the Kelvin-Disraeli bridge would be similar in construction to the Norwood bridge and the Aubrey-Waverley bridge would be similar to the Main street bridge.

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## Community Club, Eastern Division, To Open Club House

The Eastern Division of the East Kildonan Community Club will hold the official opening of the newly renovated club house on Saturday at 2.30. Mayor J. L. Bodie will officiate. An interesting program has been arranged for the afternoon followed by a moccasin dance at 8.

The afternoon will start with figure skating by members of the Ice Club of Greater Winnipeg. There will be speed skating by members of the Winnipeg Speed Skating club which will include Frank Stack and Betty Mitchell. Games of hockey and broomball will complete the program. The social committee, N. Erickson and Mrs. W. Irving, will be in charge of refreshments.

The club, which boasts 197 members, has operated on all voluntary labor by the members themselves. A midget and senior hockey club has been organized.

★ ★ ★

## ST. CUTHBERT'S CHURCH W.A. EVENING BRANCH ELECTS 1949 OFFICERS

The annual meeting of St. Cuthbert's Evening Branch W.A. was held at the rectory on Jan. 13th, the Rector presiding. Splendid reports were presented by the retiring officers. The following officers were elected: president, Mrs. R. E. Park; vice president, Mrs. A. Laing; secretary, Mrs. H. Allan; treasurer, Miss Frances Burrows; thank-offering secretary, Mrs. W. B. Ferguson; educational secretary, Mrs.



## Why are the Bridges being rehabilitated?

The Disraeli Bridges Rehabilitation Project includes the bridge over the Red River and the overpass crossing over the CP Rail mainline. A Condition Assessment found numerous deficiencies that need rehabilitation or upgrading in order to achieve a further 75 year service life and to meet current design standards. These needs include: rehabilitation of the concrete piers and abutments, replacement of the bearings for improved performance, blasting and metal coating of girders for added protection against future corrosion, and replacement of the bridge deck, including sidewalks, expansion joints, and barriers.

The design and performance of the new bridge deck will improve the primary surface for vehicle, bicycle and pedestrian traffic and will protect the underlying girders and substructures from the effects of winter de-icing salts.

Deck replacement will also enable some redesign of and improvements to the bridge's roadway geometry, roadside safety measures, and pedestrian and cyclist accessibility.

The project will also include upgrades such as:

- upgrades to area roadways, intersections, medians, signing, lighting and traffic signals to improve traffic flow, access and safety
- new and upgraded bus stops and rest areas
- aesthetic enhancements to improve and unify the pedestrian environment and feature the heritage of the neighbouring communities
- pedestrian and cyclist accessibility and safety improvements.

## What do we know about the surrounding communities and their views?

Individuals, businesses and organizations closest to the bridges and most reliant on them for personal transportation needs will be affected by the project, as will customers seeking access to businesses, social service organizations, students travelling to and from their schools, and commuters from the northeast quadrant of the city who use the bridge. More area residents than average in Winnipeg rely on public transit, walking, and cycling, rather than driving, and these residents, too, will be affected.

A Community Profile Impact Study covering the neighbourhoods of Chalmers, Glen Elm, Point Douglas, Munroe West, Kildonan Drive, and Rossmere found that the Disraeli Freeway is viewed as a utilitarian bridge – a means for crossing over the rail line and Red River – but isn't considered part of the adjacent communities. Hope was expressed that the project contribute to the community, by:

- better linking with surrounding communities' amenities,
- making pedestrian experiences more comfortable and safe,
- reflecting the history of Point Douglas and Elmwood,
- looking at ways to open up access within Point Douglas,
- and thinking about how the Disraeli Freeway can serve, if not as a catalyst for growth, then at least be planned so it is not an obstacle to future land development opportunities.

**Following the study, a Stakeholder Advisory Committee (SAC) was established, representing the surrounding communities and affected sectors.**

## What is the role of Stakeholder Advisory Committee (SAC) in the public consultation process?

Public consultation is a collaborative effort bringing together those with an interest in or who are affected by a project, so they can work together, share information, and provide feedback as part of the project planning and decision-making process. While expertise is brought by consultants, “local knowledge” is also vitally important. The goal is a plan that is technically sound, reflects the needs of the community and city, is cost-effective, environmentally responsible and safe, and is generally understood and accepted by most of those affected.

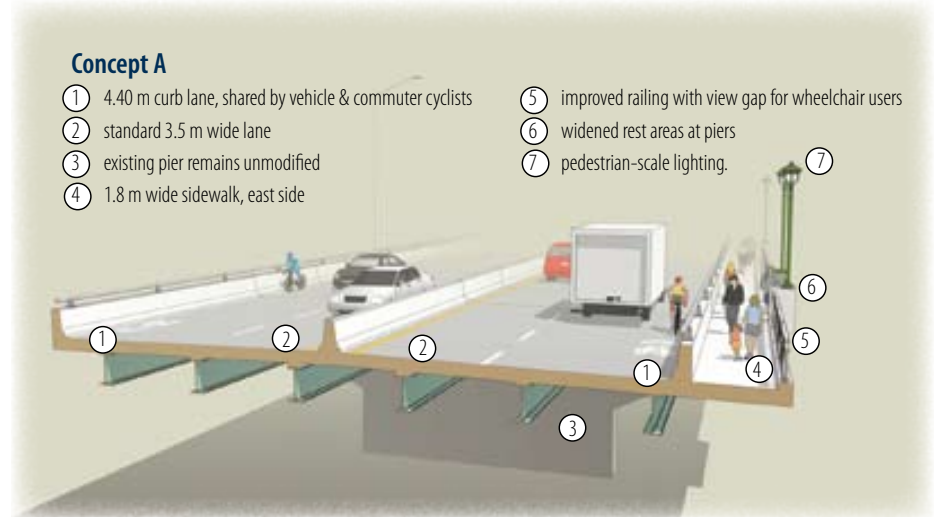
SAC members have worked closely with City public works representatives and engineering consultants at a series of meetings to:

- gain solid background information relating to the bridges, surrounding roads and neighbouring communities
- discuss and consider the engineering consultants’ conceptual bridge design study
- consult with the organizations they represent and share feedback on community values, ideas and concerns
- discuss other conceptual bridge design options of potential value for the project and surrounding communities.

The SAC planning process concluded with three concepts prioritized for public input:

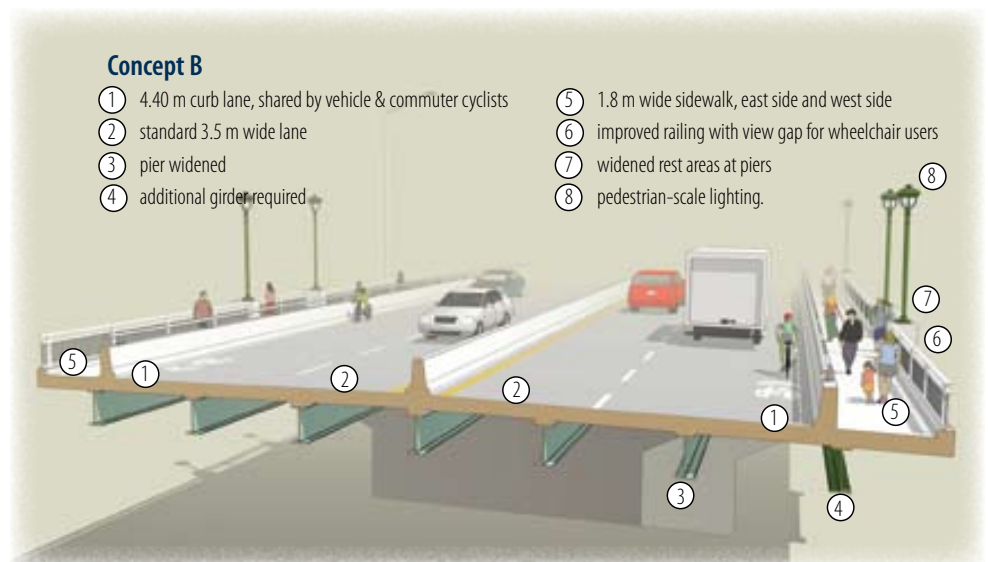
### Concept A - \$125 Million:

A 4-lane divided roadway option in accordance with current City practice for a rehabilitated structure, this option provides basic rehabilitation for the structures with a proposed deck width of 20 metres. There are two 4.4 metre shared vehicle and cyclist curb lanes and one 1.8 metre sidewalk on the east side. In this concept, pedestrians use under-bridge crossings, the crossing at Dearborn Avenue and the overpass at Argyle School to cross to the other side. Modification of piers or abutments is not required. Due to property constraints west of existing structures, the west limit of the new structures would remain at the same location as the west edge of the existing bridge and overpass. Any future widening of the structures would take place to the east.



### Concept B - \$160 M:

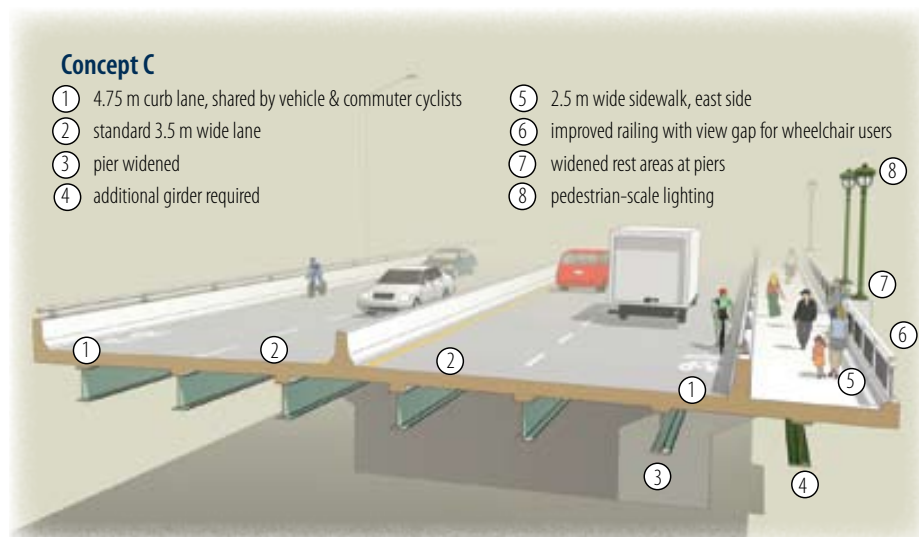
Similar to Concept A, with 4.4 metre shared vehicle and cyclist curb lanes, but the deck would be widened to 22.1 metres to accommodate a second 1.8 metre wide sidewalk on the west side. With two sidewalks, pedestrians would not have to cross the roadway or go under the bridge to reach the other end, enhancing pedestrian accessibility and security. This option requires piling as well as modifications and widening of the land-based piers and abutments and additional girder lines supporting the wider deck.



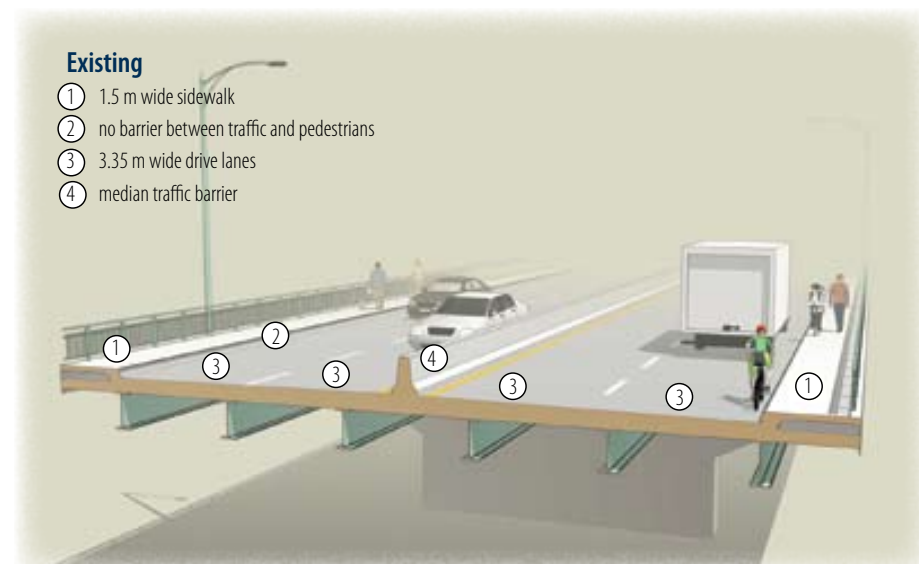


## Concept C - \$160 M:

Feedback from the SAC sparked a new concept that is a variation of concept B. It is a 4-lane divided roadway, which requires the deck to be widened to 21.9 metres, includes only one sidewalk widened from 1.8 to 2.5 metres, and would increase vehicle and cyclist shared curb lanes from 4.4 to 4.75 metres. With this concept, the widened sidewalk provides more accommodation for pedestrians and recreational users. As with Concept A, the sidewalk would be located along the east edge. This option also requires piling and modifications and widening of the land-based piers and abutments, and additional girder lines supporting the wider deck.



Other concepts considered featured a wider deck structure to accommodate a 4 lane and 6-lane divided roadway, or a new 6-lane twin structure. These options rated lower in the evaluation process, since they would require either additional girder lines, construction of new land piers and modifications to existing river piers, or new abutments and piers, all of which would mean much higher costs. As well, the Condition Assessment indicates that neither full bridge replacement nor additional traffic capacity is required.



(Note: Project concept costs are estimates)

## Important answers to questions you might have...

### Why is it a rehabilitation project and not a new bridge?

Based on its existing condition and the City's plans for it, rehabilitation is the most cost-effective plan for the Disraeli Bridge and Overpass. The existing deck does need to be replaced, but the remainder of the bridge can be rehabilitated to good condition, providing an additional service life of 75 years. Replacement of the deck also offers the opportunity to upgrade safety, and pedestrian and cyclist accommodation. The City intends to invest more resources and amenities in future reconstruction of the Louise Bridge, which is the better bridge to most fully accommodate cyclists and pedestrians, due to better linkages with the Marconi Trail and Waterfront Drive to The Forks.

### Why aren't we building a 6 lane bridge?

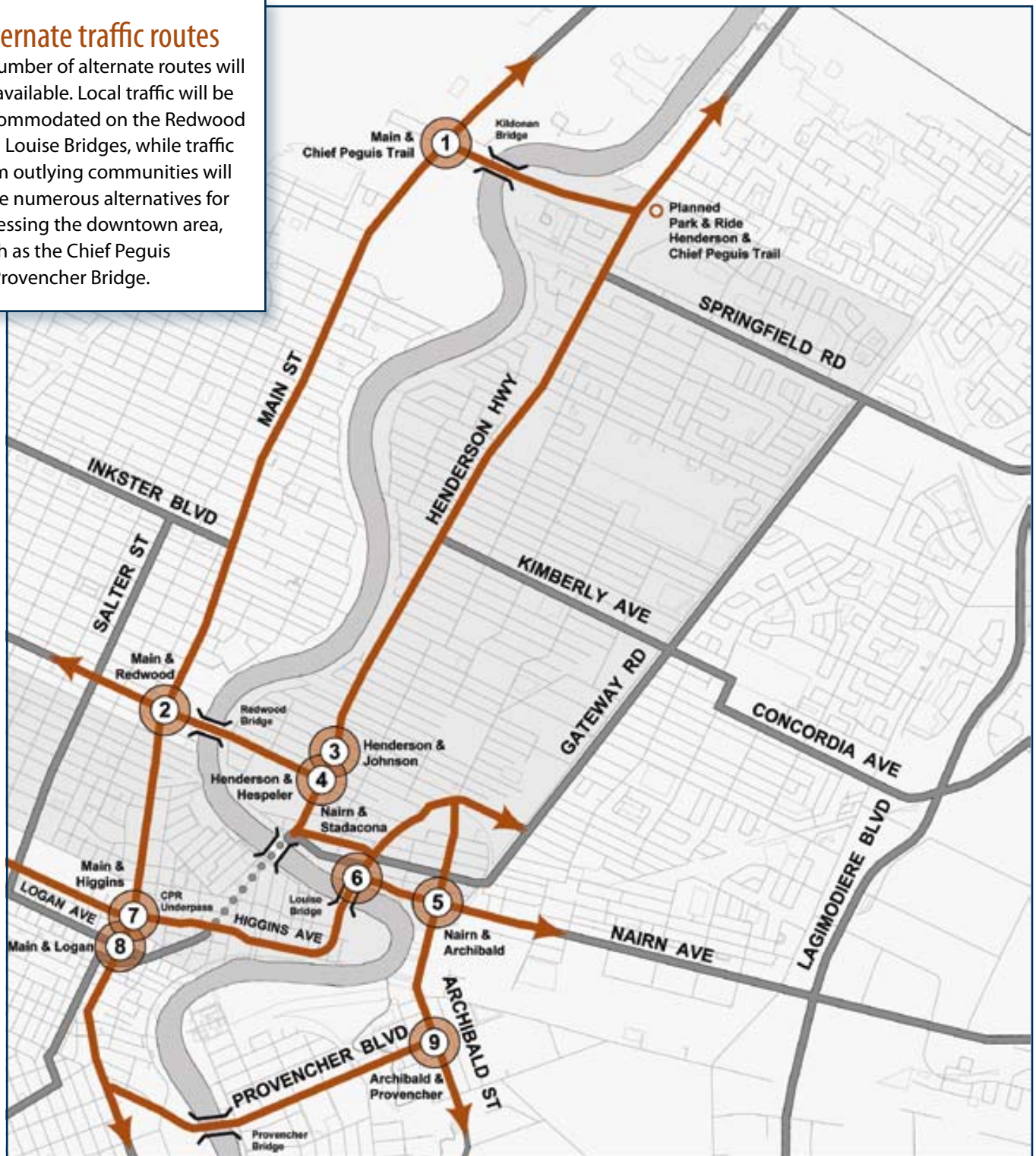
Traffic flow at rush hour is currently limited at each end by intersection congestion at Henderson/Hespeler and Main/Disraeli. Based on traffic analysis of existing and projected traffic volumes, the Disraeli has the capacity to handle future traffic over the next 20 years. Although these are reasonable estimates, it is difficult to project much beyond this time. Widening or twinning can be considered in the future if the need arises.

### What caused the rusting and deterioration to the underside of the bridge/sub-structure?

The Disraeli Bridge and Overpass was built in 1960 with an open grate deck system. At that time, use of de-icing salts on roads and bridges was not common, and its effect on the life of steel and concrete structures was unknown. Direct exposure to these de-icing salts over the years caused corrosion of steel components and reinforcing steel in the concrete components.

## Alternate traffic routes

A number of alternate routes will be available. Local traffic will be accommodated on the Redwood and Louise Bridges, while traffic from outlying communities will have numerous alternatives for accessing the downtown area, such as the Chief Peguis or Provencher Bridge.



## Alternate Routes Map



KEY TRAFFIC MITIGATION LOCATIONS



DISRAELI CLOSURE



BRIDGE



PRIMARY ALTERNATE ROUTES

## Possible Traffic Mitigation Measures

①

Traffic Signal Optimization

②

Traffic Signal Optimization  
Additional Turning Lanes  
Parking Restrictions  
Standby Tow Truck

③

Traffic Signal Optimization  
Turning Restrictions from Henderson

④

Traffic Signal Optimization  
Additional Turning Lanes  
Turning Restrictions from Henderson

⑤

Traffic Signal Optimization

⑥

Traffic Signal Optimization  
Restricted Turning Lanes  
Standby Tow Truck

⑦

Traffic Signal Optimization  
Restricted Turning Lanes during Rush Hour  
Parking Restrictions

⑧

Traffic Signal Optimization  
Additional Turning Lanes  
Parking Restrictions

⑨

Traffic Signal Optimization



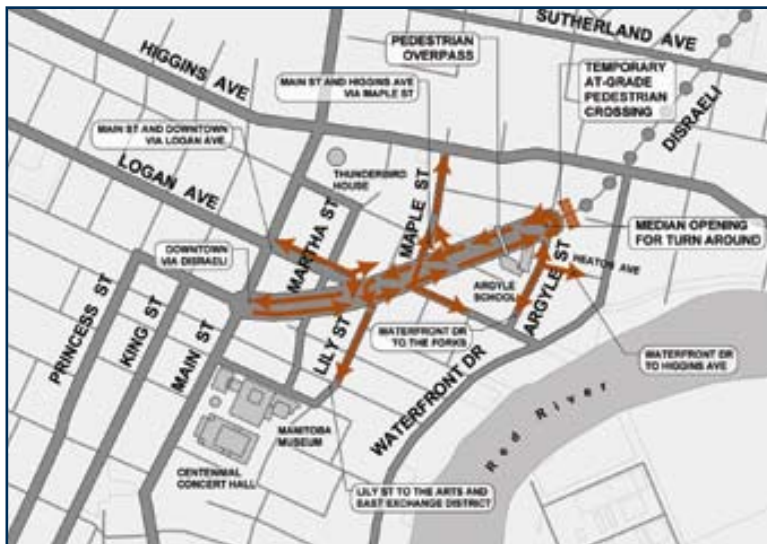
## Traffic management plan

The proposed traffic management plan recommends full closure of the bridge for roughly 16 months, although work on the bridge would extend beyond this timeframe.

## Why should the bridges be closed during construction?

Vibration through the deck and piers caused by traffic during construction poses significant risk. If traffic were to flow over the bridge before the concrete deck is fully set, which usually takes more than 72 hours, the result would be a lower quality roadway with possibly-inferior structural integrity, reduced service life, and higher long-term maintenance and repair costs. Therefore, even if the bridges were partly-open to traffic during construction, numerous closures would be required to pour the new deck, making for a longer construction schedule and higher project costs.

### Local Area Traffic Flow during Disraeli Bridges Closure



Primary Routes from Main Street - Disraeli Bridges Corridor



Henderson Highway and Hespeler Avenue Intersection to Talbot Avenue – new traffic flow and access

Moreover, traffic impacts for partly-open and fully closed options are virtually the same.

Mitigative measures are being developed to minimize impact and help downtown area traffic flow better during the project. These include traffic signal optimization, parking changes, added turning lanes/prohibitions, and special access turns for Elmwood businesses and residents immediately east of the bridge. More measures will be developed and evaluated as the project proceeds from concept form to the more detailed design phase.

### What are the anticipated traffic impacts during construction?

There will be some delay during construction for local and commuter vehicle traffic, transit users, pedestrians and cyclists currently using the bridge to access downtown. Drivers will choose alternate routes at the outset of construction and initial traffic delays will regulate. Tow trucks will be on standby in the event of an accident or stalled vehicle, particularly at the Louise or Redwood Bridges, to minimize traffic delays.

### How will pedestrians, cyclists, transit and emergency services be accommodated during construction?

Commuter cyclist traffic will use alternate routes to access downtown, and a pedestrian shuttle similar to the service used during closure of the Redwood Bridge will accommodate pedestrians and recreational cyclists. Transit service to all affected areas will be well managed throughout construction, mainly by re-routing on the Louise and Redwood Bridges. The City of Winnipeg Fire Paramedic Service will work with the consulting engineers to develop an emergency preparedness traffic plan.

### Do future rapid transit plans include this route?

Future rapid transit plans do not use the Disraeli Bridge and Overpass. However, the design does provide accommodation at the south end of the overpass to access planned rapid transit routes for the Eastern Transit Corridor.





## Stakeholder Advisory Committee

### - Elmwood/East Kildonan -

#### SENIORS:

Good Neighbours  
Senior Centre

#### COMMUNITY ORGANIZATIONS:

River East Neighbourhood Network

#### BUSINESS:

Petal Purr-fect Floral

#### SCHOOLS:

Mennonite Brethren  
Collegiate Institute

### - Point Douglas/ Exchange District -

#### RESIDENTS:

Point Douglas Residents Assoc.

#### BUSINESS:

Exchange District BIZ

#### SCHOOLS:

Argyle School

### - Civic Centre -

#### ARTS:

Manitoba Centennial Centre

### - Citywide -

#### CYCLING:

Bikes & Beyond  
(for Manitoba Cycling Association)

#### BUSINESS:

Winnipeg Chamber of Commerce

## Open House Invitation

Please come to an Open House to learn more about the project. Chat with experts, read storyboards and view proposed project plans, alternatives, and drawings. We want to know what you think.

**Tuesday April 29, 2:00 pm - 8:00 pm**

Norquay Community Centre – Gym, 65 Granville St., corner of Rover Ave.

**Thursday May 1, 11:00 am - 4:00 pm**

MTS Centre - Atrium, 2<sup>nd</sup> floor, 300 Portage Ave.

**Saturday May 3, 11:00 am - 4:00 pm**

Good Neighbours Senior Centre, 755 Henderson Hwy.

## Next Steps

After you have had a chance to read the information in this newsletter, you are invited to fill out the response coupon at the back and send it in. Public input from this newsletter, surveys and at the Open Houses will be shared with the Stakeholder Advisory Committee (SAC) members and City of Winnipeg, and will help finalize project plans.

## Projected Project Timelines

Report to Public Works Department	Summer 2008
Recommendation to City Council	Fall 2008
Finalize concept and traffic management plan	Late 2008
Call for bids	Early 2009
Start construction	Late 2009
Complete construction	Late 2011

## How can I have a say?

If you need more space please use a separate sheet

1. What is your opinion on the three proposed Disraeli Bridges Rehabilitation concepts?

Concept A:	positive <input type="radio"/>	neutral <input type="radio"/>	negative <input type="radio"/>
Concept B:	positive <input type="radio"/>	neutral <input type="radio"/>	negative <input type="radio"/>
Concept C:	positive <input type="radio"/>	neutral <input type="radio"/>	negative <input type="radio"/>

2. Which is your preferred rehabilitation concept? A ☐ B ☐ C ☐

3. What leads you to say this? \_\_\_\_\_

4. Any other comments on the Disraeli Bridges Rehabilitation Project? \_\_\_\_\_

Please tell us your postal code so we can sort the results by area. Postal Code: \_\_\_\_\_

(optional) Name: \_\_\_\_\_ Address: \_\_\_\_\_ Telephone: \_\_\_\_\_

Please return within one week to Mr. Bill Ebenspanger, P. Eng., Project Manager, City of Winnipeg Public Works Department,  
106-1155 Pacific Ave, Winnipeg, MB. R3E 3P1, Fax: 986-5302, e-mail: [bebenspanger@winnipeg.ca](mailto:bebenspanger@winnipeg.ca)

