Project Background

The First Street Bridge was built over 40 years ago in 1972 and serves as an important north-south link over the Assiniboine River and the CPR mainline tracks in Brandon, Manitoba.

Regular inspections of the bridge by Manitoba Infrastructure and Transportation (MIT) revealed significant concrete deterioration in the deck and substructure. Initially set as rehabilitation project, preliminary design work found that both the girders and substructure units would require strengthening and that the piers adjacent to the rail line would require additional protection (Figure 1). After careful consideration it was determined that the benefits to replace the bridge outweighed those to rehabilitate it (Figure 3).

Public and Stakeholder Interests

In 2014 and 2015, the study team spoke with individuals and stakeholder groups about the proposed work in order to ensure a full perspective was taken into consideration when deciding on a preferred option and in preparing a design. Participants included:

- Various departments of the City of Brandon
- Nearby residents and businesses
- Local emergency services
- Brandon School Division (transportation division)
- CP Rail
- Utilities such as Manitoba Hydro, MTS, and local cable companies
- Active transportation interests
- Members of the general public that attended a Public Open House for the project

Construction and Timing

The project is now underway and will take approximately two years to complete (December 2017) (Figure 2). The first bridge (northbound) is scheduled to be completed by November 2016, weather permitting, with the second bridge (southbound) expected to be completed by November 2017. Minor site cleanup may take place in the early summer of 2018.

The northbound section is being demolished and rebuilt first, followed by the southbound side.

Traffic Management

One lane of traffic in each direction will be maintained at all times during construction (Figure 4). Pacific Avenue will be closed at First Street for the duration of the project.
Inquiries can be submitted to mgi@gov.mb.ca

Designing the bridge for greater clearance over the CP tracks and wider distance between the piers and the tracks.

Existing four-lane design will be replaced with two separate bridges, with two lanes on each bridge.

Sidewalks on each side of the bridge.

Tying in roadworks at each end of the new bridge.

Figure 3

Gas station egress during construction.

Southbound gas station access during construction.

This median opening will be closed during construction.

This back lane will be closed during the project.

Figure 4

**Contacts**

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