



Release

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FLOODWAY “GO FORWARD” PLAN TO ENSURE 1-in-700 FLOOD PROTECTION FOR WINNIPEG

Flood Protection Level Scheduled to Reach 1826 Flood of Record Level by Spring of 2007

Winnipeg, MB – Today, the Manitoba Floodway Authority (MFA) unveiled a revised project “Go Forward” plan for floodway expansion that provides a 1-in-700 year flood protection for the residents of Winnipeg while ensuring that the project remains on schedule and on budget. The plan also ensures that key national highway and railway routes remain open during a 1-in-700 year flood.

“Our No.1 priority is providing a 1-in-700 year level of flood protection for the residents in a timely manner,” said Ernie Gilroy, CEO of the MFA. “The plan we are unveiling today will provide a 1-in-700 year level of flood protection while also keeping the project on schedule and on budget.”

Gilroy noted that the original project plan for floodway expansion was considered optimal and a “best case” plan that proposed enhancements to all of the components of the original floodway construction. However, as a result of recent cost pressures impacting construction projects across the country, MFA re-examined its plan to ensure that it remained within its original \$665 million budget.

While continuing to move forward with key components already undertaken such as the Trans-Canada Highway #1 East Bridge, the PTH 59 South Bridge and the CN Sprague Railway Bridge, the plan includes the replacement of the CN Redditt, CPR Emerson, and CPR Keewatin railway bridges - all of which have been determined to pose a significant hydraulic impact on the flow of floodwater within the channel.

Engineering analysis has concluded that the hydraulic impact resulting from maintaining six existing highway and railway bridges – PTH 15, PTH 44, PTH 59 North, the St. Mary’s Road (PR 200) and the Greater Winnipeg Water District (GWWD) and CEMR railway bridges - could be compensated for by additional channel excavation. To compensate for the hydraulic impact, approximately \$20 million in additional channel excavation work will be undertaken.

“By focusing our efforts on the bridges that have the greatest hydraulic impact, this plan increases the level of flood protection for Winnipeg residents to the 1-in-700 year flood level while limiting the amount of traffic disruption during a major flood,” said Gilroy. “We look forward to moving forward with this plan as we continue to improve flood protection for the residents of Winnipeg.”

To date, the floodway capacity has been increased from 1-in-90 year to 1-in-140 year and is scheduled to be increased to 1-in-300 year by the spring of 2007.

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RED RIVER FLOODWAY EXPANSION
"GO FORWARD" PLAN SUMMARY

The "Go Forward" floodway expansion plan ensures that the Red River Floodway Expansion Project continues to meet its original objective of providing a 1-in-700 year level of flood protection for residents of Winnipeg by increasing the capacity of the floodway from 60,000 cubic feet per second (cfs) to 140,000 cfs.

Other aspects of the plan include:

- Maintaining \$665 million budget and project schedule;
- Ensuring the national highway and railway system remains operational during 1-in-700 year flood;
- Ensuring three floodway highway bridges (TCH #1, PTH 59 North and PTH 15) continue to be operational;
- Ensuring three railway lines (CN Sprague, CN Redditt, and CPR Keewatin) with the most train traffic continue to be operational
- Limiting traffic disruption to the three less used floodway bridges (St. Mary's Road, PTH 44 and PTH 59 South); and
- Limiting rail disruption to the three least used rail lines (GWWD, CEMR, and CPR Emerson).

Key elements of the plan include:

1) Components required and currently already undertaken:

- Channel Excavation - 31 kms from the Inlet Control Structure to just south of the PTH 59 North Bridge
- Construction of the Trans-Canada Highway Bridge
- Construction of the PTH 59 South Bridge
- Construction of the CN Sprague Railway Bridge
- Relocation of the City of Winnipeg Aqueduct
- Construction of the West Dike project

2) Components required and planned to be undertaken:

- Channel excavation - 17 kms of the floodway from just south of the PTH 59 North Bridge to the Outlet Control Structure;
- Construction of the CN Redditt Railway Bridge;
- Construction of the CPR Keewatin Railway Bridge
- Construction of the CPR Emerson Railway Bridge;
- Construction of the Outlet Control Structure
- Improvements to the Inlet Control Structure

3) Work no longer required for 1-in-700 year flood protection

- Replacement of four existing highway bridges – PTH 59 North, PTH 15, St. Mary's Road (PR 200), and PTH 44;
- Replacement of two existing railway bridges – Greater Winnipeg Water District (GWWD) and CEMR Bridge;

4) Additional work required:

- Increasing channel excavation work by approximately \$20 million to compensate for hydraulic capacity primarily related to the unwidened channel at the six bridges.