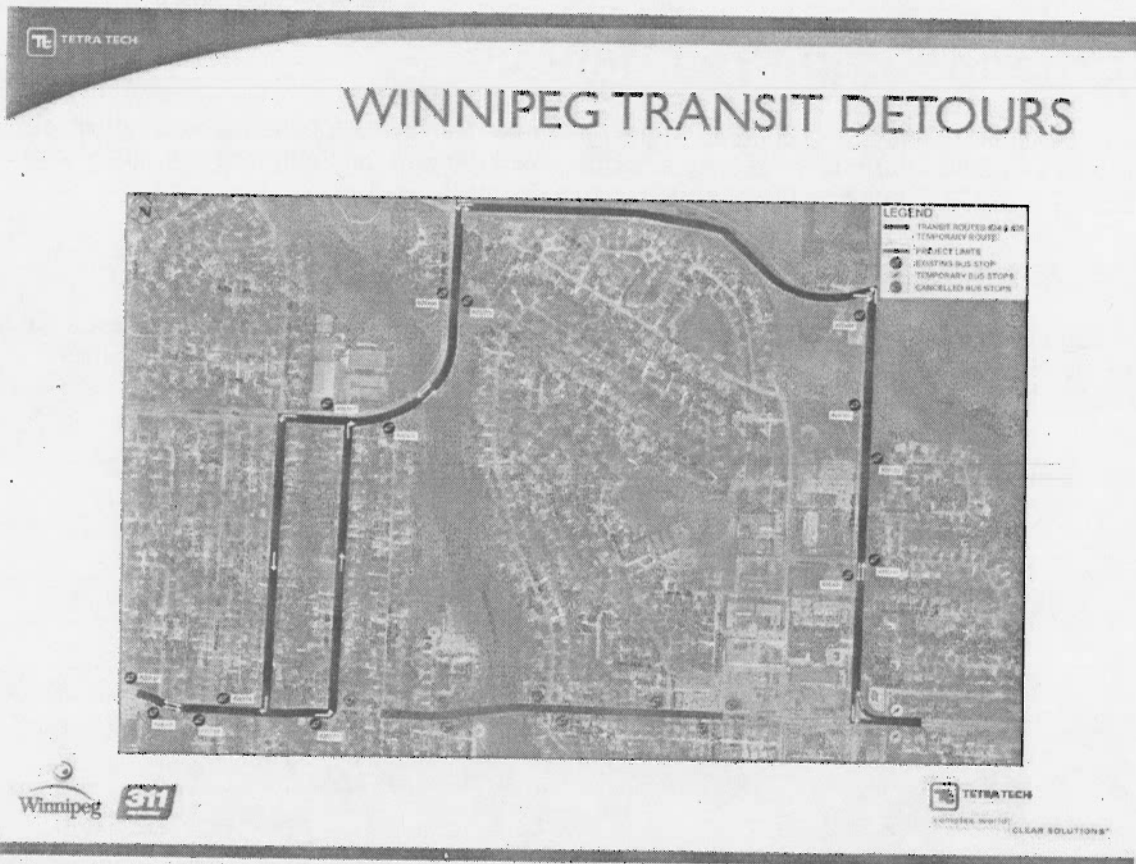


APPENDIX 2

Proposed Winnipeg Transit Detour Plan from January 13, 2015 Open House Display Boards for Ness Bridge Project



Source: January 13, 2015 Open House Display Boards

<http://www.winnipeg.ca/publicworks/MajorProjects/NessAtSturgeonCreekCulvertReplacement/NessAtSturgeon-OpenHouse-DISPLAYBOARDS.pdf>

Also appended to: Ness Avenue Crossing Replacement at Sturgeon Creek, Environmental Assessment Report July 24, 2015

<http://www.gov.mb.ca/conservation/eal/registries/5790ness/eap.pdf>

APPENDIX 3

Sturgeon Road Roundabout Project

<http://www.winnipeg.ca/publicworks/MajorProjects/sturgeonRoadRoundabout/default.asp> (Accessed Sept 10, 2015)

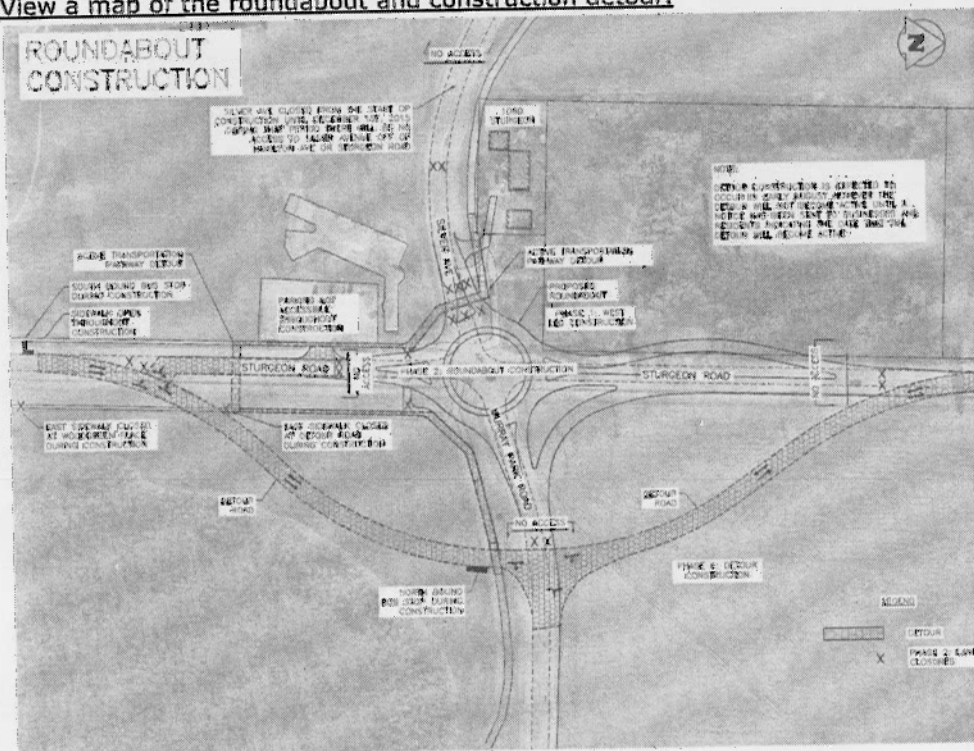
Sturgeon Road Roundabout

More information on the Sturgeon Road - Silver Avenue - Murray Park Road roundabout will be available at a public information meeting scheduled for 7:00 p.m. on September 14, 2015 at the Heritage Victoria Community Club.

What's happening?

The existing 4-way stop at the intersection of Sturgeon Road, Silver Ave and Murray Park Road is being replaced with a roundabout. The new roundabout will be constructed within the current City right-of-way.

View a map of the roundabout and construction detour.



<http://www.winnipeg.ca/publicworks/MajorProjects/sturgeonRoadRoundabout/SturgeonRoundaboutConstructionNoticeMap.pdf> (Accessed Sep 10, 2015)

Why is an intersection improvement needed?

The existing 4-way stop intersection currently experiences traffic delays. The roundabout will improve traffic flow as well as the intersection geometry to better accommodate larger commercial vehicles.

Why a roundabout and not a traffic signal?

Reasons that a roundabout was chosen for this intersection include:

- Collision severity is generally higher for traffic signals as compared to roundabouts due to lower vehicle operating speeds for roundabouts.
- Roundabouts are more environmentally friendly; vehicle delays and stops are greater for traffic signals resulting in higher vehicle emissions and fuel consumption.
- Traffic signals result in higher noise levels associated with vehicles starting and stopping.
- Roundabouts offer opportunities for enhanced neighbourhood aesthetics and gateway features.

Are roundabouts safe?

According to the Office of Safety of the U.S. Federal Highway Administration, numerous traffic-related studies have shown significant safety improvements at intersections converted from conventional forms (4-way stop signs, traffic signals, etc.) to roundabouts. The physical shape of roundabouts eliminate crossing conflicts that are present at conventional intersections (e.g., T-bone conflicts), thus reducing the total number of potential conflict points and the most severe of those conflict points. The most comprehensive and recent study showed overall reductions of 35 per cent in total crashes and 76 per cent in injury crashes. Severe, incapacitating injuries and fatalities are rare, with one study reporting 89 per cent reduction in these types of crashes and another reporting 100 per cent reduction in fatalities.

Other studies have shown that pedestrian safety at roundabouts is increased. Roundabouts have advantages for pedestrians including the fact that crossings are shorter distances and less complex, traffic speeds are generally lower in a roundabout and drivers are more likely to see pedestrians.

Read more about roundabouts and how to drive, cycle and walk a roundabout here.

Will trucks and emergency vehicles be able to use the roundabout?

The design of the roundabout incorporates a "truck apron", which is a portion of the roundabout that allows large vehicles to track over it as they go through the roundabout. Large vehicle activity is always considered as part of the design of roundabouts and the truck apron is always incorporated to accommodate a variety of vehicle sizes-from regular passenger cars to single unit trucks to tractor semi-trailers.

What about the grassland area? Was an environmental assessment done for this project?

Formal environmental investigations were not conducted on this project as it is an existing route(s) in an existing right-of-way. Potential damage to the grasslands within the right-of-way have been managed through a per-square meter charge to the contractor for damage resulting from the detour construction (encouraging minimization of the total damage). As well, our Parks staff have preserved many of the plants and seeds prior to commencement of construction.

Was a potential increase in traffic due to new development and CentrePort considered when a roundabout was chosen?

The roundabout has been designed to accommodate traffic that has been estimated to be the result of development in the area occurring between now and 2031.

What will happen to the sidewalk and bike path?

The sidewalk and bike path will be fully restored as part of the project. An active transportation detour is also being constructed to accommodate pedestrians and cyclists during construction.

What is the timeline for completion?

Construction of a detour roadway will commence the week of August 10, 2015, allowing traffic to be maintained on Sturgeon Road throughout construction. Traffic will also be maintained on Murray Park Road. Roundabout construction is anticipated to occur between August and November 2015, and again in May to July 2016.

Questions?

Read more about City of Winnipeg [Roundabouts](#).

Contact 311.