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2024 KEYSTONE AWARD WINNER DALY OVERPASS PROJECT





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from the **PRESIDENT**



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A Strong Voice for Our Industry

President for the 2024-2025 term. My sincerest gratitude is extended to our Past President, Mario Scerbo, the ACEC Board, our Executive Director Kerri Hiebert, and our many volunteers for their ongoing commitment to ACEC-MB. ACEC works because our members do. We can build community and invest in our profession's future because our members generously volunteer their time, expertise,

t is an honour to serve as your

In the upcoming year, we are seeking to enhance member engagement and satisfaction. We want to make sure members are aware of programs and events and feel welcome to attend. But we also want to hear directly from member organizations about their needs and priorities so we can develop better-tailored events and member services. Kerri has already contacted each of our member organizations and asked each of you to identify an Office Liaison to serve in this vital role. Please make sure your firm has appointed its liaison so we can continue to keep you informed and involved.

We are also looking outwards, by seeking to build strong partnerships and collaborations over the coming year.

Changes that affect our industry – like updates to liability limitations and insurance requirements – need our voice and input.

We already work closely with our regulatory body on other key issues (like the Manitoba 30x30 Coalition). In the upcoming year, we intend to renew our partnership with EGM and other industry organizations.

Our vision is to both ensure our voice is heard clearly and early on key issues affecting

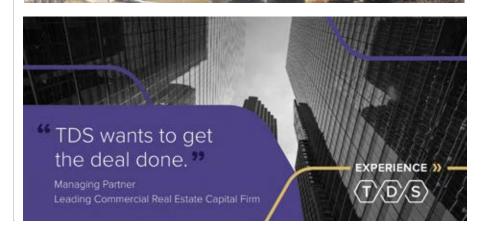
our sector and industry, and to work together in collaboration on our shared priorities.

Public sector clients at all levels of government make decisions about procurement that have profound implications for our industry. Policy choices around rate structure and proposal assessment shape our ability to provide clients and citizens with the best possible value. In the year ahead, we will be advocating for our professional industry with federal, provincial, municipal, and Indigenous levels of government. These conversations have been productive in the past (for example, the City of Winnipeg's recent adoption of qualification-based selection on a bid). We must continue to be at the table to be a strong voice for our industry at every opportunity.

This kind of work requires us to have strong internal capacity and structure. In the year ahead, you and your organization may be called on to provide input as part of a governance review, or to serve on a newly established governance committee. This might sound dull or procedural, but it is critical to ensuring that ACEC-MB's governance reflects the diversity of its membership and is accountable to its members.

This year, we want to deepen ACEC-MB's relevance and impact. We need to speak with a united voice to further our member firms' interests on policy matters that affect our profession. We need to deliver relevant programs and services. We need to unlock new opportunities for our members. To do this, we must work together and draw on our long tradition of member volunteerism and engagement.

I look forward to collaborating closely with you and your organizations in the year ahead. There is much at stake, but also much we can accomplish together.







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Q & A



Allyson Desgroseilliers, B.Sc.(Bio), P.Eng. WSP

Q&A WITH THE OUTGOING ACEC-CANADA CHAIR

If you weren't an engineer, you would be....

Likely a teacher. The two careers have always been closely linked in my mind. Engineers gain expertise through education and mentorship, with seasoned engineers imparting knowledge to newcomers, much like teachers do with students. Both fields demand staying current with new research, standards, and technologies. Additionally, both professions have a significant impact on society and shaping what our communities will look like in the future.

Share a highlight from your tenure as ACEC Canada chair? Greatest accomplishment? A piece of work you look back at as your proudest moment?

A major highlight has been meeting various people and exploring more of Canada. I've met professionals from all areas of consulting engineering, and at award ceremonies, I had the privilege to witness the incredible projects completed over the past year.

When not at work, you can be found doing what?

A perfect day is spent on a hike with my family and two dogs in the forest of Northwestern Ontario, which is a short drive from Winnipeg.

Describe your dream project.

I get a lot of satisfaction from helping a client that has a unique situation, maybe in a remote location, and they need a practical solution to address the environmental impact and protect the environment.

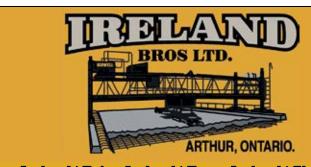
I truly enjoy collaborating with the client to understand the problem, the constraints, their requirements and their desired outcomes. I will then take that information to assist a team of experts to develop solutions that meet the criteria.

What are the biggest lessons you would pass on to your successor which you learned in your time as chair? To someone just entering the field of consulting engineering?

During my time as Chair, I learned that you get back what you put in. I was reluctant at

first to take on the additional responsibilities, but the more engaged you are in the volunteering, the more connections and positive interactions you will experience. I've gained insights from top engineering consultants and executives across Canada, an opportunity unique to being part of ACEC-Canada's Board.

For those new to consulting engineering, I suggest embracing new challenges. Be open to assignments that offer learning experiences, and push you beyond your comfort zone.



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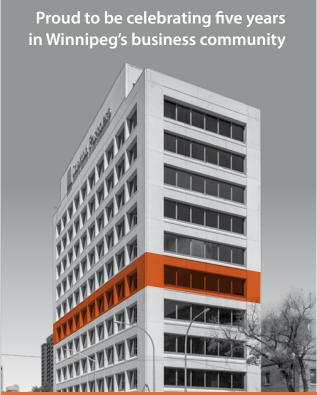
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2024 KEYSTONE AWARD WINNER

• Daly Overpass Project

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RISING STAR AWARD

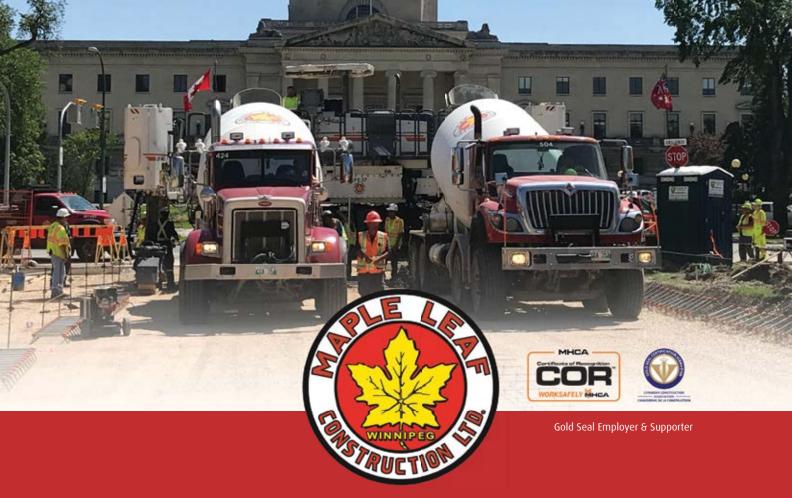
lan Moran, B.Eng., PMP, CIMA

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• Richard Tebinka, P.Eng., M.A.Sc.



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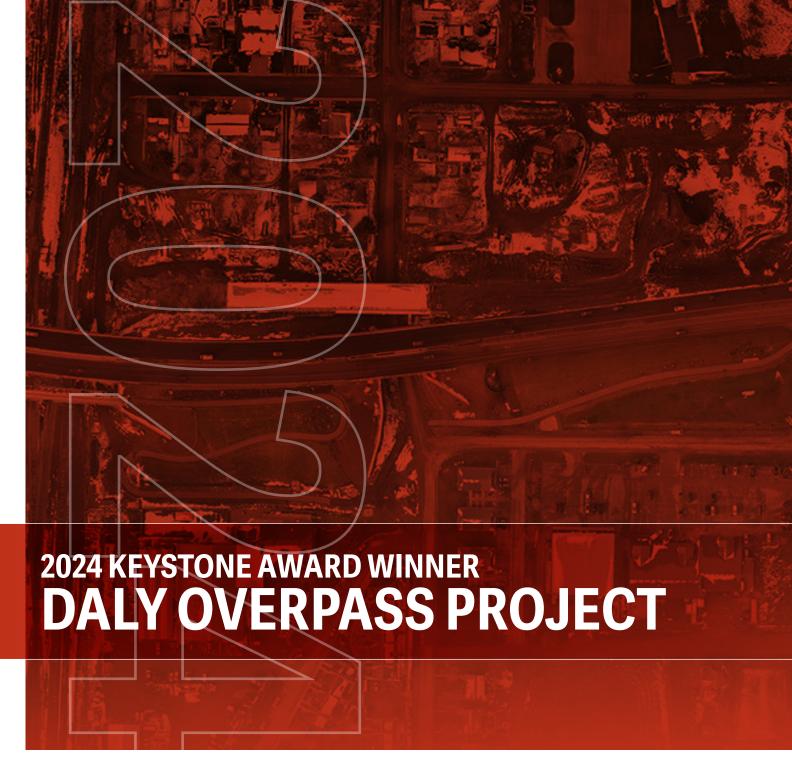
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PROJECT SUMMARY

The Daly Overpass Project is a \$65 million-dollar multidisciplinary initiative in bridge and roadway construction on Provincial Trunk Highway (PTH) 10 in Brandon, Manitoba. This landmark project, embodying a blend of ambitious engineering and urban planning, is set to transform the region's transportation infrastructure. The project encompasses more than just bridge and roadway construction; it also involves the establishment of an inclusive multi-use pathway system, comprehensive





underground utility and drainage networks, the installation of traffic signals, the construction of retaining wall systems, and the incorporation of landscape architecture among others. All of this occurred while ensuring the ongoing operation and functionality of the existing facilities during the construction phase.

BACKGROUND

HISTORICAL PERSPECTIVE

The Daly Overpass, a critical infrastructure component in Brandon, Manitoba, has a rich historical background that reflects its evolving role in the region's transportation network. Initially constructed in 1963, this bridge was designed to convey traffic over the CP railway tracks and McDonald Avenue. Spanning 250 meters and comprising 15 pre-cast prestressed concrete channel girders, the structure was supported by reinforced concrete piers and abutments founded on spread footings.

Throughout its lifespan, the Daly Overpass underwent significant modifications to adapt to changing needs and to address structural challenges. A major rehabilitation took place in 1994, focusing on replacing deteriorated girders, installing new bridge rail, and adding a sidewalk on the east side of the structure. Despite these efforts, the bridge encountered issues with severely corroded girders and piers, alongside the need for

widening to accommodate increasing traffic volumes.

THE NEED FOR RECONSTRUCTION

A pressing need for comprehensive reconstruction of the old overpass was identified. The bridge was over 60 years old and created a bottleneck in Brandon's transportation system, unable to support four lanes of traffic. This limitation has led to significant traffic management challenges in the area, particularly as Brandon's growth and development continue to escalate. Preliminary design evaluations revealed that further rehabilitation efforts would not be cost-effective. Consequently, the decision to replace the existing structure was made, considering the strategic importance of this corridor in the region's transportation network and the necessity to meet contemporary traffic demands.

TRAFFIC AND USAGE STATISTICS

The Daly Overpass is more than a bridge; it is a vital artery in Brandon's transportation network. Current north/south traffic volumes exceed 20,000 vehicles per day, a figure that highlights the overpass's significance and underscores the urgency of the reconstruction project. This volume is projected to increase, reflecting both the growth of Brandon and the strategic

importance of this route in facilitating movement within the city and the surrounding areas. The overpass is also one of only two north/south multi-lane structures that cross the CP mainline in Brandon, making it indispensable for road users, pedestrian traffic, and emergency services. The bridge's role in maintaining fluidity in the transportation network and supporting the region's economic vitality cannot be overstated.

STUDY HISTORY AND PROJECT STATUS

Dillon was retained by Manitoba
Transportation and Infrastructure (MTI) to
undertake the Preliminary and Functional
designs of the new facilities, complete in
2020. Dillon then took the project through
Detailed Design, completed in 2021. Dillon
was later retained by MTI to undertake the
Contract Administration and Construction
Inspection services for the work. Construction
began in February 2022 with the project
substantially completed in November 2023.
Minor carryover work remained for the 2024
construction season.

PROJECT SCOPE

The Daly Overpass Project includes the following key components:

 Construction of two-span steel girder bridges over Pacific Avenue and CP Railway

- Construction of single span concrete box girder bridges over McDonald Avenue
- New two-span steel truss pedestrian bridge over Pacific Avenue and CP Railway
- Steel Bin, Mechanically Stabilized Earth (MSE) and Cast in Place (CIP) retaining wall systems
- Two kilometers of roadway reconstruction with major grading, base course, concrete construction and bituminous paving
- 500 meters of multi-use Active Transportation (AT) pathway
- Over two kilometers of underground work including land drainage systems, watermain and domestic sewer installations
- Reconfiguration of private lots including building demolition
- Installation of landscaping elements, including trees, groundcovers, and sodded areas
- Additional site furnishings such as benches, bike racks, and waste receptacles
- New traffic signal installations at two significant intersections
- New roadway illumination installations
- Roadside safety installations including guardrail and anti-climb screening on elevated structures
- Electrical installations including under-

bridge lighting, ornamental lighting on pathways, distribution panels and service terminals

CHALLENGES AND COMPLEXITIES

The project presents several unique, complex challenges. Some of these include:

- **Design and Construction Within** Existing Utility Networks: Softdigging and field survey programs were undertaken to identify the extensive existing underground utility networks. Design elements were modified to accommodate the existing infrastructure in addition to a significant utility relocation program. Real-time updates to design plans based on field discoveries in close collaboration with utility providers and local authorities were also required due to buried 'surprises' encountered during construction. These included historic installations not present on existing plans or able to be located during the design phase.
- Adapting to Challenging Geometry and Pre-existing Constraints: Challenging geometry and existing infrastructure added complexity to the design and construction process. Multiple conflict points and access requirements

- needed to be managed during design and construction.
- Land Drainage and Challenging Topography: A practical approach was required to optimize the land drainage network within the project area and improve the level of service while remaining more cost-effective than more extensive and cost prohibitive systems.
- Minimizing Impacts to Adjacent Properties: Several existing buildings, businesses and residences are present within the project's footprint. Careful consideration to community impacts had to be given during the design phases. Continuous access to businesses and residences also had to be maintained during construction.
- **Connecting the AT Network:** The City of Brandon has an extensive AT network which was fragmented in the project area. Innovative design solutions in close collaboration with the local transportation authorities were required.
- Adhering to Railway Requirements: Incorporating stringent railway requirements during design and construction was required. Minimum overhead clearances and setback distances needed to be maintained as well as





considerations for track protection, safety, and staging requirements during construction.

- Contaminated Sites: The identification and mitigation of contaminated soils and hazardous building materials was a concern. Comprehensive Environmental Site Assessments and Remediation Plans were developed during design and implemented during construction.
- Ensuring Safety and Environmental Standards: Adherence to stringent safety and environmental standards during construction was required.
- Coordinating Multiple Components of Works: Multiple components of the work occurred simultaneously, both during design and construction. This required integrated planning, the adoption of collaborative software for real-time communication, and coordination among different construction components.
- Minimizing Disruption to Traffic and Pedestrian Movements: Ensuring minimal disruption to existing traffic and pedestrian movements was a critical design component and required careful attention during construction. Effective traffic management planning and construction staging was required in collaboration with all project members involved.
- Stakeholder Communication: Updating and communicating with multiple

technical and non-technical stakeholders through design and construction was very important to the project's success.

APPLICATION OF TECHNOLOGY THROUGH DESIGN

Multiple design iterations of the new facilities were developed through design to optimize its geometric configuration when considering the challenges of incorporating the surrounding infrastructure, construction timelines, land-use, traffic management and construction staging requirements. An aesthetically pleasing curved alignment was chosen to meet those challenges and allowed the new structures to be built in tandem, off the existing alignment, minimizing impacts to the public during construction.

Value engineering exercises further refined the design, incorporating many of the design elements seen today. A single multi-span structural design concept was modified, introducing separate steel-girder and concrete-box-girder bridges designed to span the CP railway and McDonald Avenue respectively. The updated design also included a large embankment with MSE walls separating the two structures.

AT pathways were also removed from the vehicular structures, introducing a separate steel-truss pedestrian bridge over the railway, with a new AT pathway added to the east. Other features included maximizing longitudinal gradients and reducing space between NB and SB structures to minimize property impacts and modifying other design elements to reduce cost. The design was completed with a multidisciplinary team of engineers, technologists, and planners, including civil, structural, electrical, transportation, environmental, and safety discipline professionals.

THROUGH CONSTRUCTION

Dillon adopted a new project management software package and worked with the developer to mold it to the project's specific requirements. This accessible web-based solution was used to manage all project documentation and communications.

Improvements to contract administration and inspection practices, including the digitization of traditional systems, minimized errors, and created efficiencies that saved both time and costs. Additionally, Lidar- equipped drone technology was flown on a regular basis to provide realtime imagery for project documentation, planning and meeting discussions. This proved instrumental in explaining the work to the many non-technical stakeholders at project meetings as well as providing a comprehensive record of the site. Drones were also useful in quantity verification and creating 3D models of the work. The latest 3D field scanning software was also used when construction issues were encountered on-site to capture data and develop solutions or relay detailed information to the client or other affected stakeholders, being able to troubleshoot in three dimensions. The implementation of new technologies is an integral part of Dillon's approach to Contract Administration and Construction Inspection, providing efficiencies to our client and benefiting the project as a whole.

SOCIAL, ECONOMIC & ENVIRONMENTAL IMPACT

The Daly Overpass project is located on PTH 10 (or 18th Street) in Brandon Manitoba, the Province's second largest city, with a population of over 50,000 people. 2021 Census data showed over 5% increase from the 2016 Census.

Brandon's growth has kept pace with the fastest growing cities in Canada and demonstrates the opportunities available for individuals, families, and businesses to grow and succeed. The new Daly Overpass,

significantly improves the functionality of this critical corridor. In addition to improved performance, it provides a safer and more comfortable experience for all facility users. The aesthetic features included during design significantly uplifts the cityscape in the area. Additional design features, such as wheat-themed concrete barriers, ornamental trees, and sods, not only pay homage Brandon's agricultural heritage but also contribute to environmental sustainability by reducing the carbon footprint. The elimination of the bottleneck eases traffic flow, reducing driver frustration and collision risks. The project's careful planning minimized the impact on local businesses and residents, earning positive community feedback. Additional roadside safety elements, absent from the old structure, were also incorporated into the design. These include roadside barriers, additional delineation and equipping all

elevated structures with anti- climb protective screening that stills flows nicely with the overall project aesthetic while protecting

In summary, the Daly Overpass project stands out for its comprehensive approach, harmonizing social, economic, and environmental considerations. It enhances traffic safety and flow, supports Brandon's growing population, and embodies a state-ofthe-art design that thoughtfully integrates into the city's fabric, underscoring its overall benefit to society.

PROJECT OUTCOMES, MANAGEMENT, AND CLIENT'S NEEDS

The Province identified that a new overpass was required to support longterm growth in the City of Brandon and surrounding area, reduce congestion of this major corridor and to abandon the old deteriorated structure. While the project



THE DALY OVERPASS PROJECT IS A \$65 MILLION-DOLLAR **MULTIDISCIPLINARY INITIATIVE IN BRIDGE AND ROADWAY**

CONSTRUCTION ON PROVINCIAL TRUNK HIGHWAY (PTH) 10 IN BRANDON, MANITOBA.

We are opening a new office in Brandon!

We are happy to announce that Dillon will soon be expanding to a new permanent office in Brandon, as we continue to grow across Canada.

We are also very proud to be featured as winners of the **Keystone Award** from ACEC-MB for the design and construction administration of the Daly Bridge in Brandon, on behalf of Manitoba Infrastructure.



O Dillonconsulting







fundamentally accomplished these goals, it also minimized impacts and provided continuity to the area during construction. Practical design solutions and value engineering also provided our client with an optimized, economical facility that meets the needs of the community and completes this vital link in the transportation network. In construction, scope, cost and schedule management were critical to project delivery with the project now substantially complete on-schedule and on-budget.

Innovative solutions in project management and quality assurance were employed to ensure successful project delivery and meet our client's needs. These included the implementation of new technologies and a comprehensive understanding of the construction specifications and requirements in Manitoba.

 The Daly Overpass project successfully addressed the old, deteriorated structure, connecting roadways, insufficient widths, and existing bottleneck in the region. The new fourlane facility has significantly improved traffic flow and reduced congestion, a notable improvement over the previous three-lane configuration.

- A separate multi-use AT bridge and pathway was added, enhancing safety and accessibility for non-vehicular traffic, which was in line with the project's goals to improve the Active Transportation network in the area.
- Improved connections were made to intersecting streets, accesses, sidewalk and pathways, enhancing both safety and quality for facility users.
- Extensive realignments and improvements were completed to the underground infrastructure in the area. Accomplished using a pragmatic approach to improve the level of service while remaining more cost-effective than more extensive and cost prohibitive systems.
- Disruptions were kept to a minimum during construction. This in turn helped alleviate the negative connotations usually

associated with road construction and resulted in positive feedback from residents and the press.

The Daly Overpass project represents a significant investment in Brandon's infrastructure, aiming to meet contemporary demands while improving safety, traffic flow, and accessibility for both vehicles and active transportation users.

FUTURE OUTLOOK

Meeting its primary objectives, the Daly Overpass is substantially completed, on-time and on-budget. The facilities are currently in use and operational with final completion in summer 2024.

Overall, the Daly Overpass project stands as a testament to strategic infrastructure development, setting a precedent for future projects in the region. The emphasis on improving traffic flow, pedestrian safety, and accommodating increasing transportation demands reflects a forward-looking approach to urban infrastructure planning and development.





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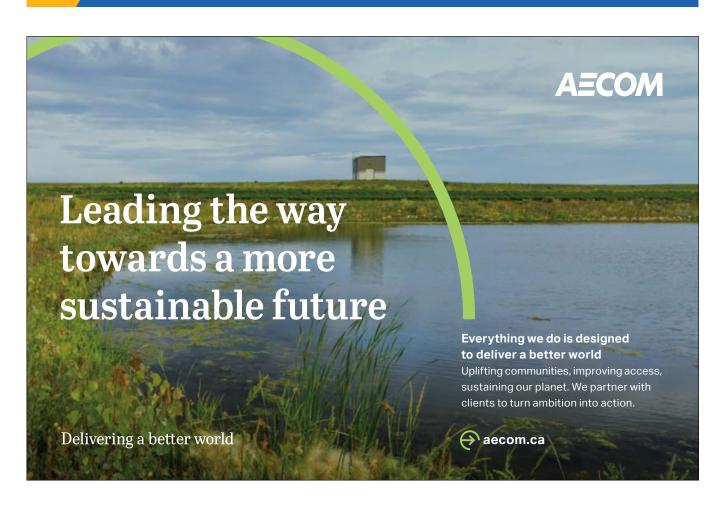
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KGS Group delivered a solution that seamlessly integrated an innovative horizontal closed-loop geothermal system, water-source heat pumps and high-efficiency HVAC heat recovery technologies that will withstand Manitoba's harsh climate. The final result is a new facility 25 times more efficient at reducing greenhouse gas emissions than the standard building in Manitoba.

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BUILDING ENGINEERING

AWARD OF EXCELLENCE

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The Edmonton Misericordia Hospital Emergency Department redevelopment encompassed an \$85-million, 5,500-square-metre emergency department addition and an \$8.6-million medium voltage emergency power upgrade (4160V, 4.5MW of generation). MCW spearheaded the complete mechanical and electrical design uniting talent from both Winnipeg and Edmonton offices. The project demanded inventive approaches to incorporate cutting-edge systems into a 54-year-old facility. This included unconventional emergency system operations and strategic integration solutions, all while ensuring uninterrupted service to the facility. The LEED Silver project yielded improved healthcare accessibility, crisis resilience, and community support.







AWARD OF EXCELLENCE

the University, and their students.

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Stantec The \$24 million 2021 Stanley Pauley Engineering Building at the University of Manitoba's Fort Garry campus encompasses 46,000 square feet (4,300 m²) of new engineering research, laboratory, and teaching facilities. With the goal of bolstering the Price Faculty of Engineering's attractiveness to new students and bettering the overall learning experience, Stantec was challenged with integrating disparate functions and programs into a compact and purposeful utility box. A multi-disciplinary 'engineering with architecture' approach to the project drove its success. The spectacular result was a technically complex, cost-effective and aesthetic solution addressing the needs of the Faculty,







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2024 ACEC-MB AWARDS OF EXCELLENCE

ENERGY RESOURCE DEVELOPMENT

AWARD OF MERIT

ZEBRA MUSSELS MITIGATION AND TREATMENT - LOWER NELSON RIVER STATIONS

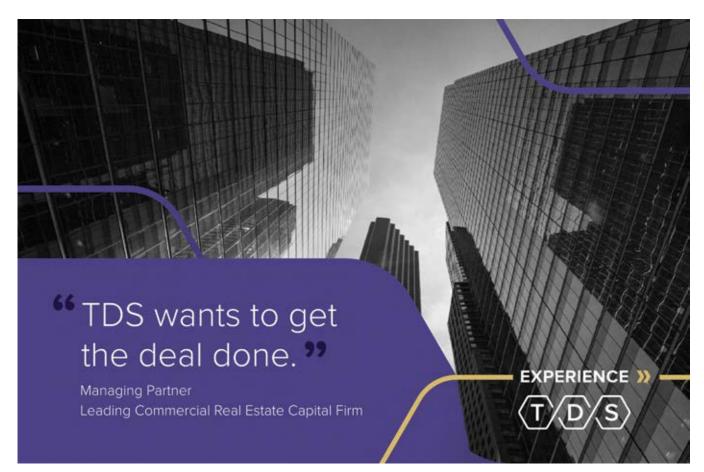


Manitoba Hydro contracted Hatch to complete design work for piping modifications to water supply systems at six of their hydroelectric generating stations. The modifications would allow chemical treatments to be performed to mitigate colonization of zebra mussels in their station service water and fire protection systems. A unique solution was designed to treat the fire protection system, which incorporated the use of a mobile pump system. The project was successfully completed within an aggressive schedule, all while being environmentally compliant and allowing both construction, commissioning, and treatment to successfully occur while each station was in operation.









2024 ACEC-MB AWARDS OF EXCELLENCE



POPLAR RIVER FIRST NATION WASTEWATER TREATMENT LAGOON EXPANSION

The Poplar River First Nation facultative lagoon was organically and hydraulically overloaded for its current population. Expansion of the existing lagoon, within limited available space, was required to meet current regulations and service twenty years of population growth. The expansion included new primary and secondary cells, conversion of the existing primary cell to a secondary cell, associated piping and, due to the proximity of the aerodrome, a unique waterfowl deterrent system. A continuous chemical addition system, housed in a new building, reduces nutrients by injecting alum directly into the sewage forcemain.

AWARD OF EXCELLENCE

REHABILITATION OF THE DAVIS DIVERSION INTAKE: A NOVEL ENVIRONMENTAL SOLUTION

The Davis Diversion was built in 1939 to divert flow to Cypress Lake, the main source for drinking water and irrigation projects in Southwestern Saskatchewan. Operation of the original diversion resulted in stranding of fish species at risk, and the Water Security Agency ceased operation of the diversion while contemplating solutions. KGS Group developed the design and oversaw construction of a new weir with a Coanda fish exclusion screen combined with a new fishway. This structure provides a novel solution for WSA to achieve its water management objectives, while protecting the area's sensitive aquatic environment and bringing infrastructure into regulatory compliance.







AWARD OF EXCELLENCE

LYNN LAKE GOLD PROJECT

Lynn Lake was a dying remote mining town. Enter Alamos Gold and the Lynn Lake Gold Project to redevelop historical mines at the Gordon and MacLellan primary deposits. Alamos required environmental engineering services to obtain federal and provincial project approval. They found a trusted partner and advisor in Stantec Consulting Ltd., who worked closely with Alamos between 2015 and 2023 to a successful outcome. The Lynn Lake Gold Project is the first metal mine to be permitted in Manitoba since 2012, and it will have substantial positive social and economic effects on Lynn Lake, local Indigenous Nations, and northern Manitoba.







Stantec



AWARD OF EXCELLENCE

RAS PIPING REFURBISHMENT - EXTENDING THE LIFE OF CRITICAL PROCESS PIPING

KGS

KGS Group spearheaded the structural renewal of almost 2,000 feet of over 30-year-old, leaking Return Activated Sludge (RAS) piping at the City of Winnipeg's North End Water Pollution Control Centre, which treats 187.5 million litres of wastewater daily. Our team led a condition assessment and determined that a Carbon Fiber Reinforced Polymer (CFRP) external repair system was the best solution, one that had not been used on many large-scale, industrial/wastewater applications prior to this project. After coordinating the detailed design, KGS Group administered construction within one year to successfully refurbish the RAS system for another 25-plus years of operation.









2024 ACEC-MB AWARDS OF EXCELLENCE



PRAIRIE POINTE STAGE 7 - SHALLOW UTILITY SERVICING

PRIMARY Prairie Pointe Stage 7 is a 237-lot residential land development project that was constructed in 2023. The shallow utilities – consisting of electrical, natural gas, telecommunications, and streetlights – were designed and installed on an accelerated schedule by Primary Engineering. Concurrently with site civil works and road construction, the shallow utilities were installed several months earlier than usual to avoid frozen ground conditions and winter cost escalations. The multi-disciplinary project coordinated various utility standards to achieve a cohesive, turnkey design. The compressed commissioning schedule successfully brought residential lots to market quickly and costeffectively, positively contributing to housing supply and affordability.

AWARD OF MERIT

AMISK WEST SUBDIVISION - PHASE 1

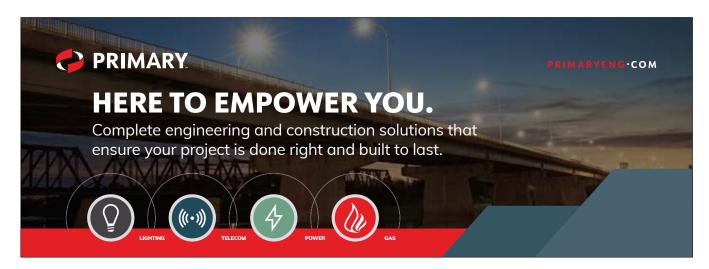
Opaskwayak Cree Nation is experiencing significant community growth and envisioned Amisk West Subdivision as an urban-style development to meet the community's needs. An Integrated Community and Infrastructure Plan, Environmental Assessment, Traffic Impact Study, and OCN Land Act Submissions were completed. Aligned with the Community Plan, the subdivision consists of 538 residential lots, including apartments, four-plexes, and duplexes. Designed in two phases, the subdivision features piped water and sewer services, paved residential roads, curb and gutter drainage, sidewalks, and lighting. The Phase 1 design, which includes 95 single-family lots and three multi-family lots, allowed for rapid construction with minimal supplemental costs.











INFRASTRUCTURE



AWARD OF EXCELLENCE

PIONEERING SUSTAINABLE SOLUTIONS: UNIVERSITY OF MANITOBA FORT GARRY CAMPUS RIVERBANK ASSET MANAGEMENT



The University of Manitoba Fort Garry campus is on Treaty 1 Territory, and borders the Red River. On the northwest side, 600 metres of Sifton Road acts as the Primary Line of Defense (PLD) dike protecting the City of Winnipeg from flooding. Uncontrolled water discharge from Culvert 108 created over-steepened slopes along the riverbank and was threatening the integrity of a significant portion of Sifton Road. KGS Group provided engineering expertise to rebuild Culvert 108, Sifton Road, and an innovative reconstructed PLD dike system with a lightweight fill material anchored with helical piles, a first for this technology in Winnipeg.









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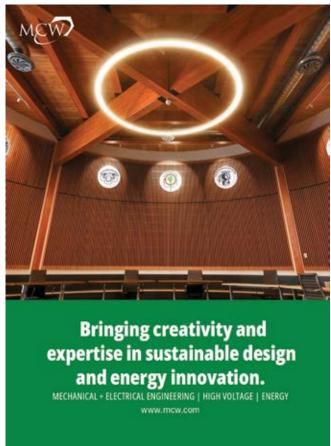
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AWARD OF MERIT

CITY OF WINNIPEG BOOSTER PUMP STATION



Stantec

The City of Winnipeg engaged AECOM to design and oversee construction of a header split in the booster pump station that supplies the City with potable water. The 1676 millimetre valve, weighing 5,488.5 kilos, and associated appurtenances were installed in a pit between two pumps. Detailed modelling, structural design, and careful construction staging was required as the high-risk project was constructed while maintaining continuous water supply to the City. Now complete, the upgrades provide redundancies to the water system to maintain operability in the event of anticipated or unanticipated shutdowns. The upgrades were completed without impacting water supply.







AWARD OF MERIT

LYNN LAKE WATER TREATMENT PLANT

The Lynn Lake WTP Project was developed to meet future growth, address challenging raw water qualities, and lift the Town's boil water advisory. Stantec developed a design that maximized the reuse of existing infrastructure integrated with an upgraded/ expanded facility utilizing a Dissolved Air Flotation/Gravity filtration treatment process. Working collaboratively with the contractor's team to address supply chain issues during COVID-19, the project achieved substantial completion in November 2023 while maintaining water supply to the Town throughout construction. The Lynn Lake project presents the success story of a small remote Manitoba community that has struggled with a decade-long boil water advisory.





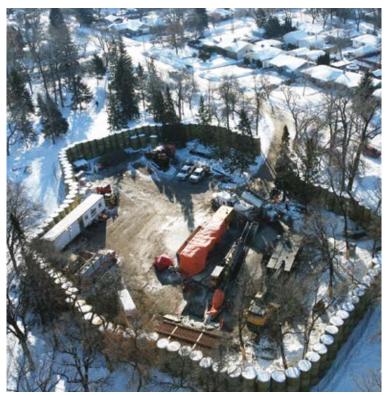




AWARD OF EXCELLENCE

NEWTON FORCE MAIN RIVER CROSSING

This project replaced a failing system to ensure the safe, daily conveyance of over 2.3 million litres of wastewater across the Red River in Winnipeg. The existing crossing was installed along the river bottom in 1978, and was connected to lands that became densely urbanized which limited solutions. An alternate alignment was developed to both reroute the forcemain and install it safely within the bedrock strata below the river. The solution involved 780 metres of new force main including a 466-metre-long crossing installed using horizontal direction drilling that included both horizontal and vertical curves (a first for Manitoba).









2024 ACEC-MB AWARDS OF EXCELLENCE



PARKS CANADA PEDESTRIAN BRIDGES AND STRUCTURE INSPECTION

Canada's national parks experienced an annual attendance of more than 22 million users from 2022 to 2023. With such significant use, Parks Canada Agency engaged Stantec to perform visual detailed inspections of 17



pedestrian bridges and structures throughout National Parks and National Historic Sites in Manitoba and Saskatchewan. Although many of the sites were incredibly remote and difficult to access, PCA's goal was to ensure that their infrastructure is well-maintained and safe for public use. At the conclusion of the assignment, Stantec provided a comprehensive inspection package collected from a long process of highly unique, challenging and rewarding inspections.

AWARD OF MERIT

FUNCTIONAL STUDY OF A WEST PTH 100 ACTIVE TRANSPORTATION CROSSING

Headingley Grand Truck Trail Association retained Dillon Consulting to complete a Functional Design Study of a grade separated active transportation crossing of the west perimeter highway between the Grand Trunk Trail in the RM of Headingley and the Harte Trail in Winnipeg. The crossing would connect a critical gap in Manitoba's portion of the TransCanada Trail network, significantly reducing the existing safety hazard of uncontrolled grade crossings. Dillon developed and evaluated two conceptual crossing alternatives considering a qualitative assessment based on stakeholder engagement and Class D cost estimate to recommend a concept to be advanced to the Preliminary Design Stage.







AWARD OF MERIT

SWIMMING TOWARDS SUSTAINABILITY: CROSSING **ENHANCEMENTS ON BEAVER CREEK AT HISTORIC FORT ELLICE**



The Crossing Enhancements on Beaver Creek project aimed to reconcile human infrastructure with the natural environment at the Nature Conservancy of Canada's Fort Ellice property. The project focused on modifying a concrete ford crossing that impedes fish migration on Beaver Creek, enhancing bi-directional fish passage, while maintaining structural integrity and minimizing ecological disruption. Collaborative efforts led to the development of a rock ramp, balancing technical feasibility, ecological sensitivity, and regulatory compliance. Serving as a success story for future leaders and caretakers of the land, this project exemplifies sustainable conservation that combines sound engineering with environmental stewardship.









AWARD OF EXCELLENCE CITY OF WINKLER **PUBLIC TRANSPORT STUDY**



The City of Winkler engaged Stantec to develop a transportation strategy that spoke to the community's current and future mobility demands. Focusing on flexibility, the fundamental goal was to develop sustainable mobility options that could cater to vulnerable or disadvantaged populations. By combining public engagement with structured data collection and analysis process, coupled with proven strategies to increase service levels to meet growth in demand, it was possible to provide the people of Winkler what they wanted in a transit system - a system that is efficient, reliable, affordable, and focused on promoting health, safety, social equity, and environmental sustainability.

WINKLER RANGE OF TRANSPORTATION STRATEGIES



On-request service: Home-to-hub

- Shared services within defined areas and times of day Service to specific destinations, e.g. downtown, shopping
- district, feeder service to modal exchanges



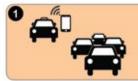
Paratransit Service

- Scheduled, fixed route community service
- Limited route deviations (on-request door to-door service) permitted to increase accessible service coverage



Conventional Transit Service

- Scheduled service with fixed routes and marked stops Different service classes: local, connector, frequent,
- rapid, commuter and regional services



Microtransit Services

- Door-to-door service
- Private or shared
- Can be subsidized
- Examples: Winkler and Pembina Taxi, Peg City Car Co-op



On-request service: Door-to-Door

- Shared services within defined areas and times of day Target markets include accessible subsciption
- services (people with disabilities), general public, or both (comingling)
- Examples: Central Station transportation, Morden HandyVan, Winnipeg Transit Plus

TRANSPORTATION



2022 EMERGENCY DISASTER INSPECTIONS

Stantec Stantec was engaged by Manitoba Emergency Management Organization to undertake emergency flood damage inspections for 2022. Widespread major flooding caused by several storms resulted in significant damage across the province. Stantec mobilized immediately, with 16 initial inspectors in the field all summer, completing 6,609 inspections in over 100 municipalities. An additional 379 Transportation, Geotechnical, Electrical, Water, and Buildings engineering assessments were completed. Our Disaster Management System and previous experience were key in completing the project successfully. Stantec worked continuously to complete all inspections, reports, and repair recommendations in a timely manner to ensure communities were able to recover quickly.

AWARD OF MERIT

ENSURING THE FUTURE OF A NATIONAL TREASURE: ST. ANDREW'S LOCK AND DAM

Project Description: Constructed in 1910, the St. Andrew's Lock and Dam (SALD), is the world's only Caméré curtain bridge-dam and a Canadian National Historic Site. Associated Engineering was retained to replace the bridge deck, which involved multiple engineering and related disciplines; working with century-old technology and materials; keeping SALD open for the local economy; protecting endangered bird species; and limiting further ground disturbance to preserve the archaeological rich area around the facility. Associated Engineering completed its work, maintaining a spirit of collaboration. The operating life of the bridge has been extended by 50 years now that the work has been successfully completed.





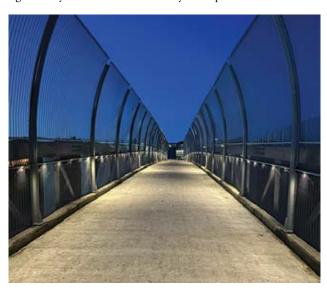




AWARD OF EXCELLENCE

DESIGN & CONSTRUCTION ADMINISTRATION FOR DALY OVERPASS GRADE SEPARATION FACILITIES

The Daly Overpass is a \$65-million major multidisciplinary bridge and roadway construction project in Brandon,
Manitoba. It replaces an old three-lane structure that created a 'bottleneck' in the City's transportation network. Included
are five bridges, retaining wall systems, major roadway reconstruction, multi-use AT pathways, two kilometers of underground infrastructure,
utility realignments, and landscaping. Dillon completed detailed designs in 2021 and successfully managed the contract administration for
Manitoba Transportation and Infrastructure in 2022/2023, bringing the project in on time and under budget. Now operational, the overpass
significantly enhances the Wheat City's transportation corridor both functionally and aesthetically.







AWARD OF EXCELLENCE

ST. VITAL BRIDGE OVER THE RED RIVER REHABILITATION

The St. Vital Bridge over the Red River in Winnipeg, built in 1965, transports approximately 44,000 vehicles daily. The 280 metre long, nine-span continuous steel plate girder structure supports two carriageways, each carrying two traffic lanes and a 1.5 metre wide sidewalk. The City partnered with Morrison Hershfield to rehabilitate this structure to extend the service life an additional 50 years and to realize the City's multi-modal plan by incorporating Active Transportation with upgrades and construction of 2.4 kilometres of new shared use pathways, including over the bridge. This \$50-million rehabilitation will breathe new life into this key transportation link.









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Celebrating our Award-Winning Projects



Associated Engineering would like to thank ACEC-MB for the Award of Merit for our design of the bridge deck replacement for the Government of Canada's St. Andrews Lock & Dam.

We're also very proud of our staff's contributions to KGS Group's Newton Force Main River Crossing project for the City of Winnipeg, which received an Award of Excellence.

Congratulations to the project teams! Well Done!







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INDIVIDUAL AWARDS



RISING STAR AWARD

The Rising Star Award is intended to recognize exceptional achievements in the early years of a person's career. This award was established in 2008 in recognition of the 30th anniversary of the Association of Consulting Engineering Companies of Manitoba. The award is intended to celebrate an individual who has demonstrated excellence in business practices, outstanding achievements in their applicable fields, leadership in the community and the active participation in the association. The award was first presented to Daniel Zaborniak in 2008, Jason Cousin in 2009, Beth Phillips in 2010, Owen Van Walleghem in 2011, Jonathan Epp in 2012, Kimberly Yathon in 2013, Kristen Poff in 2014, Jomar Manzano in 2015, Lin Watt in 2016, Dana Bredin in 2017, Misty Klassen in 2018, Tyson Ehnes in 2019, Irene Davies in 2020, Steven Goldstine in 2022 and Hailey Collins-Kramble in 2023.

2024 RISING STAR AWARD RECIPIENT

IAN MORAN, B.Eng., PMP, CIMA

Ian Moran is an Engineer-In-Training working for WSP Canada Inc. Ian joined WSP's Water and Wastewater Group in 2020, and is a graduate of the Bachelor of Engineering (B.Eng.) program at the University of Manitoba. Ian has worked in nearly all Canadian provinces and territories, and has collaborated with industry experts across North America.

Ian specializes in membrane filtration and has designed, handconstructed, and operated several pilot-scale membrane filtration systems for water treatment plants in Western Canada. The systems Ian designed evaluate the performance of several membrane alternatives, the efficacy of cleaning programming, and have been used to identify and address unique fouling concerns. Ian's pilotscale systems have been the subject of several publications earned recognition through the Government of Canada's Scientific Research & Experimental Development program.

In addition to being an EIT in several provinces and territories across Canada, Ian holds several committee positions through Western Canada Water (WCW), American Water Works Association (AWWA), International Water Association (IWA), and Association of Consulting Engineering Companies of Manitoba (ACEC-MB). Ian has written published content for several industry magazines and delivered technical presentations at international water conferences on topics such as cold climate engineering, public consultation and consumer awareness, and innovative approaches to unique project challenges. Ian is one of the faces of the WSP's Global Water for People Champion campaign and has initiated, planned, and executed fundraising campaigns to help provide lasting access to clean water and sanitation to those in need in third-world countries.

Ian's dedication to personal and professional growth, his leadership in delivering innovative solutions, his commitment to community service and to the association makes him a very deserving recipient of the Rising Star Award. 9







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- Simple Intuitive installation and control with fewer components
- Sustainable Makes it easier to integrate, manage and benefit from renewables





2024 ACEC-MB AWARDS OF EXCELLENCE

INDIVIDUAL AWARDS



ENGINEERING ACTION AWARD

Established in 2005, the Engineering Action Award recognizes outstanding service and dedication to the association, the Canadian consulting engineering profession and the community. Previous recipients include Garry Bolton in 2005, John Woods in 2006, Roger Rempel in 2008, Ken Anderson in 2009, Ralph Kurth in 2010, William (Bill) H. Brant in 2011, Tom Wingrove in 2012, Ron Typliski in 2013, Alana Gauthier in 2014, Grantley King in 2015, Cameron Dyck in 2016, Allyson Desgroseilliers in 2018, Richard Tebinka in 2019, Todd Smith in 2020, Brad Cook in 2022 and Justin Rak-Banville in 2023.

2024 ENGINEERING ACTION AWARD RECIPIENT

KERRA MRUSS, M.Sc., P. Eng.

Kerra Mruss is a self-motivated and highly skilled professional with a versatile skill set, exceptional communication skills, and an extensive range of experience. Kerra has spent her career working with consulting firms, starting with ND LEA, which became part of MMM Group, which then became part of WSP Canada, Inc. She is the Manager of Transportation Planning for Manitoba and Saskatchewan. She took on this role for Manitoba in 2013, and Saskatchewan in 2022.

Kerra's areas of expertise include transportation modelling, operations analysis, transportation planning, active transportation, and corridor studies. This has taken her to new roles, such as Deputy Project Manager for an owner's engineer assignment overseeing a design-build for a new interchange and related roadworks at PTH 3 and PTH 100.

Kerra is also a strong mentor to her team and others, and has grown the Winnipeg department to six (all female) staff in recent years. She also takes an active role in activities at WSP, including helping to organize one of WSP's first Women's Network committees, leading the Social Club, and being a member of the Health and Safety Committee in the past.

Kerra was elected to the ACEC-MB Board in 2018, is currently the Secretary-Treasurer and will become the Board President in 2026. She is also a member of the ACEC-MB Manitoba Transportation Committee, and Board liaison for the Image Committee since 2019. In addition to her ACEC-MB activities, she is a Fellow of Engineers Canada, and volunteers on EGM's Discipline Committee, participating on numerous review boards of the actions of EGM members.

Kerra's exceptional skills as an engineer, and commitment to supporting her team at work and as a volunteer, make her a deserving recipient of the Engineering Action Award. 9





LIFETIME ACHIEVEMENT AWARD

The Lifetime Achievement Award is presented to an individual in recognition of their significant contribution and service to their profession, the association and the community. The award is presented to a long time ACEC-MB Member to acknowledge the individual's leadership, achievements and impact. Previous recipients include Les Wardrop in 2002, Bill McKay in 2003, William Mitchell in 2004, Russell Hood in 2005, Al Dyregrov in 2006, Alfred Poetker in 2007, Norman Ulyatt in 2008, Peter Washchyshyn in 2009, George Rempel in 2011, Garry Bolton in 2012, Tim Stratton in 2013, William H. (Bill) Brant in 2014, Tom Wingrove in 2015, Jerry Cousin in 2016, David Krahn in 2017, Doug Stewart in 2018, Bruce Wilton in 2019, Eric Blais in 2020, Neil Klassen in 2022 and William (Bill) Brant in 2023.

2024 LIFETIME ACHIEVEMENT RECIPIENT

RICHARD TEBINKA, P.Eng., M.A.Sc.

Richard Tebinka is an experienced engineer dedicated to the continuous improvement of the industry. Richard works for WSP Canada, and has over 42 years of engineering consulting experience. He specializes in transportation planning and engineering, and is an accomplished project manager. He has led many significant and high-profile transportation projects for both the City of Winnipeg and Province of Manitoba over the last four decades. He has also appeared at numerous community meetings to solicit public input, at public hearings to present findings related to transportation studies, and provided expert witness testimony before the Manitoba Public Utility Board, Manitoba Land Value Appraisal Commission, Winnipeg Expropriation Board, and Ontario Municipal Board.

Richard was the Manager of Manitoba Transportation for WSP until his retirement from full time employment in January 2024 and his transition to casual, on-call assistance to WSP. In this role, he oversaw WSP transportation-related projects in the province and provided guidance to project managers, often fulfilling the role of Senior Advisor on major transportation projects.

Richard has demonstrated his commitment to the engineering profession throughout his career through his involvement in various professional associations. Along with the personal satisfaction he gets from his involvement, Richard is happy to give back to the engineering consulting industry.

Richard has contributed to many professional organizations over the course of his career, and he has authored over 50 technical papers, presentation and articles.

Richard has been an active member of ACEC-MB, serving on the Board for seven years where he was President and Past President from 2017–2019. He is an active member of the Transportation Committee and previous Chair. He was a member of the TWICE Committee from 2019–2023, the Golf Committee for many years, as well as past lead of the Nominating Committee and Government Relations Committee member. Richard received the Engineering Action Award in 2019 and ACEC-MB is proud to once again recognize Richard Tebinka for his long-term commitment to the Consulting Engineering Profession and ACEC-MB as our Lifetime Achievement Recipient.



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2024

MEMBER SERVICES GUIDE





Aerospace

AECOM Canada Ltd. KGS Group Stantec Consulting Ltd. Tetra Tech Canada Inc. WSP Canada

Agriculture

Accutech Engineering Inc.
Associated Engineering
AtkinsRéalis
DGH Engineering Ltd.
Higher Ground Consulting
KGS Group
PRO Engineering Inc.
SMS Engineering Ltd.
Stantec Consulting Ltd.
Tetra Tech Canada Inc.
WSP Canada

Building Science

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Chemical Engineering

AtkinsRéalis Hatch Ltd. Jacobs Engineering Stantec Consulting Ltd. WSP Canada

Communications/Telecommunications

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Tetra Tech Canada Inc.
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WSP Canada

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DGH Engineering Ltd.
Dillon Consulting Limited
ENG-TECH Consulting Limited
Freshwater Consulting Ltd.
Hatch Ltd.
Jacobs Engineering
PRO Engineering Inc.
Stantec Consulting Ltd.
Tetra Tech Canada Inc.
WSP Canada

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Mechanical

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Mining

AECOM Canada Ltd. Associated Engineering





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ACEC-MB 2024 AWARDS OF EXCELLENCE GALLERY

The 2024 ACEC-MB Awards of Excellence were held at the Royal Aviation Museum of Western Canada on April 18, 2024. This marks the second year the awards were held at the 2023 Keystone Award winning facility, and it was the perfect backdrop yet again for highlighting Manitoba engineering talent and ingenuity.







Photos by Julie Remillard Photography



























he 25th Annual ACEC-MB Golf Tournament was held September 10th, 2024 at the Bridges Golf Course in Starbuck. It was a hot, sunny day, and golfers enjoyed lunch sponsored by Stantec Consulting Ltd., beverages sponsored by ENG-TECH Consulting Limited, and golf carts sponsored by Tri-Core Projects Ltd. The CTTAM team won the tournament, as presented by Jeff Porter from Paddock Drilling, dinner sponsor.











Tournament winners from Team CTTAM, left to right: Paul Dick (EH Price), Andrew Procca, CET, PMP (NRC), Robert Okabe, CET (CTTAM), David Atkins, CET (RM of East St. Paul) and Jeff Porter, presenting dinner sponsor from Paddock Drilling.































































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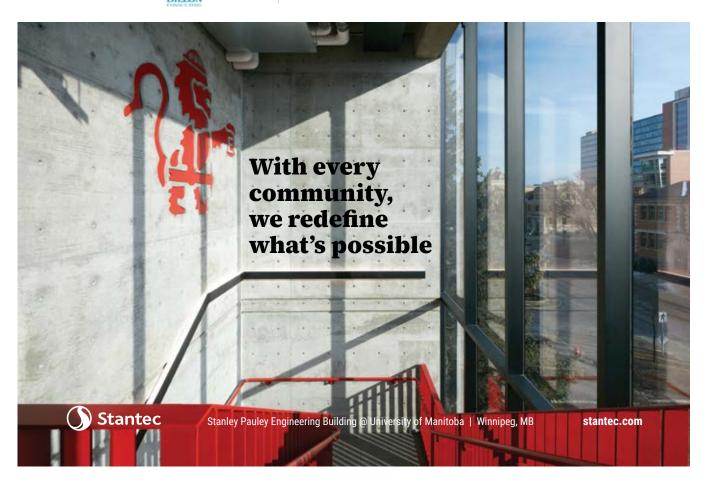


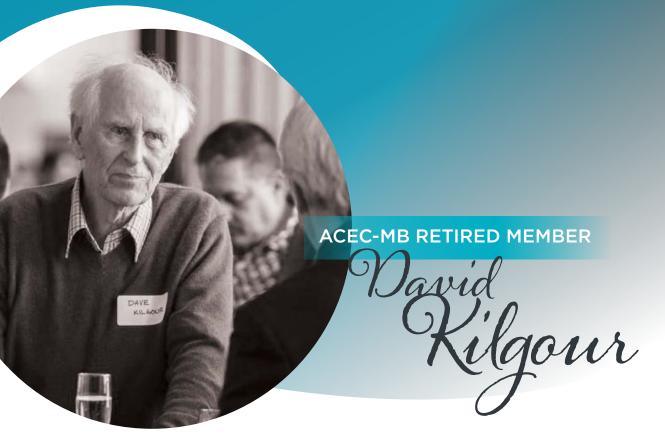






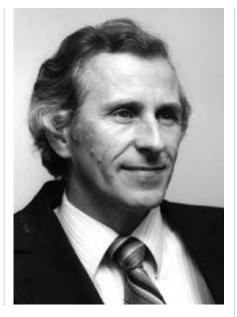






hen David Kilgour graduated high school in Glasgow, Scotland in 1952, a career consultant recommended civil engineering as a career path for him. "Many years before, I had won a book at elementary school about the construction of the Suez Canal. I very much enjoyed the exploits of the principal engineer Ferdinand de Lesseps, so I at least knew something about civil engineering."

David took the consultant's advice, and he applied for a position at the British Railways civil engineering office as a student civil engineer, a five-year program of work and education combined. In 1957, he became a Graduate of the Institution of Civil Engineers, and was offered a job at Dominion Bridge, a Canadian bridge building and steel manufacturer. "After a year







in Winnipeg, I applied for a position with Crosier, Krauss and Greenberg, and shortly after, was accepted as a member of the Institution of Civil Engineers, and was admitted to APEM as a Professional Engineer."

One of David's early career influences was a professor from the civil engineering department at the University of Western Scotland. "A senior engineer in the British Railways bridge office, he used his personal time in the evenings to teach the juniors about the field of prestressed concrete.

This was relatively new at that time, and was not normally taught in university.

"Once I joined Crosier, Krauss and Greenberg, I enjoyed working with Arnold Crosier. When faced with a difficult problem or situation, we would often spend the evenings bouncing ideas off each other to come up with creative solutions, and I learned a lot doing that. Arnold also came up through the British Railway system, and we had some common associates. Throughout my career, I have also been influenced by many of our clients; architects, developers, contractors who would challenge us to be creative, and I have always appreciated that."

David, who retired in 1998, and turns 90 in December, has many prominent projects from across his long career of which he is very proud. This includes The Royal Canadian Mint, The Winnipeg Centennial Library, Portage Place Mall, Seven Oaks Hospital, Great West Life Headquarters, and the Air Canada jumbo jet hangars. When Winnipeg was awarded an NHL team in 1979, he also was instrumental in the final tweaks of the Winnipeg Arena just in time for the opening Jets game.

Since he retired, David and his wife Ann have travelled extensively, including returning to the UK multiple times to visit family. They were members of the Wildewood Club, where they played badminton, golf, tennis and curling, "until COVID and aging joints made it difficult," says David.

David was active in the St. Andrew's Society, a Scottish cultural society, and served a term as president. He later was a founder of The Scottish Gentleman's Club, which raised money to donate to Scottish cultural groups in Winnipeg.

Across his long and celebrated career, David has collected a few lessons. "Learn from mistakes; ours and those of others. Review, not with intent to blame, but to learn how not to repeat them.

"I was once told by a major Winnipeg developer that when I offered solutions to situations, to first think that it was my own money that would be spent, and to keep that in consideration.

"The importance of having highly qualified staff is obvious, but we have learned that it is also important for them to be good people who can operate well in team situations.

"Most important to me (tongue in cheek here), is to always support the team wearing blue. For example, in Scotland, I followed two football (aka soccer) teams, both wore blue, and the Scottish national team also wore blue. I immigrated to Winnipeg and became a Blue Bomber fan, and there being no Jets, I followed the Maple Leafs... blue again. The Jets finally came, and wore blue. Sadly, the local soccer team does not wear blue. Maybe that's why they have not done well."





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