

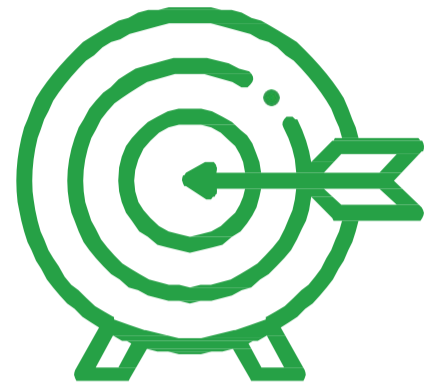
PTH 3 Functional Design Study

Feedback on Preferred Alternative for PTH 3 Twinning

Phase 3 Engagement Engage MB Survey

Fall/Winter 2024





Purpose:

To develop a functional design and access management plan for twinning PTH 3 from Road 7E to the Winnipeg city limit at Brady Road.

The **intent** of phase 3 engagement and the EngageMB survey is to:



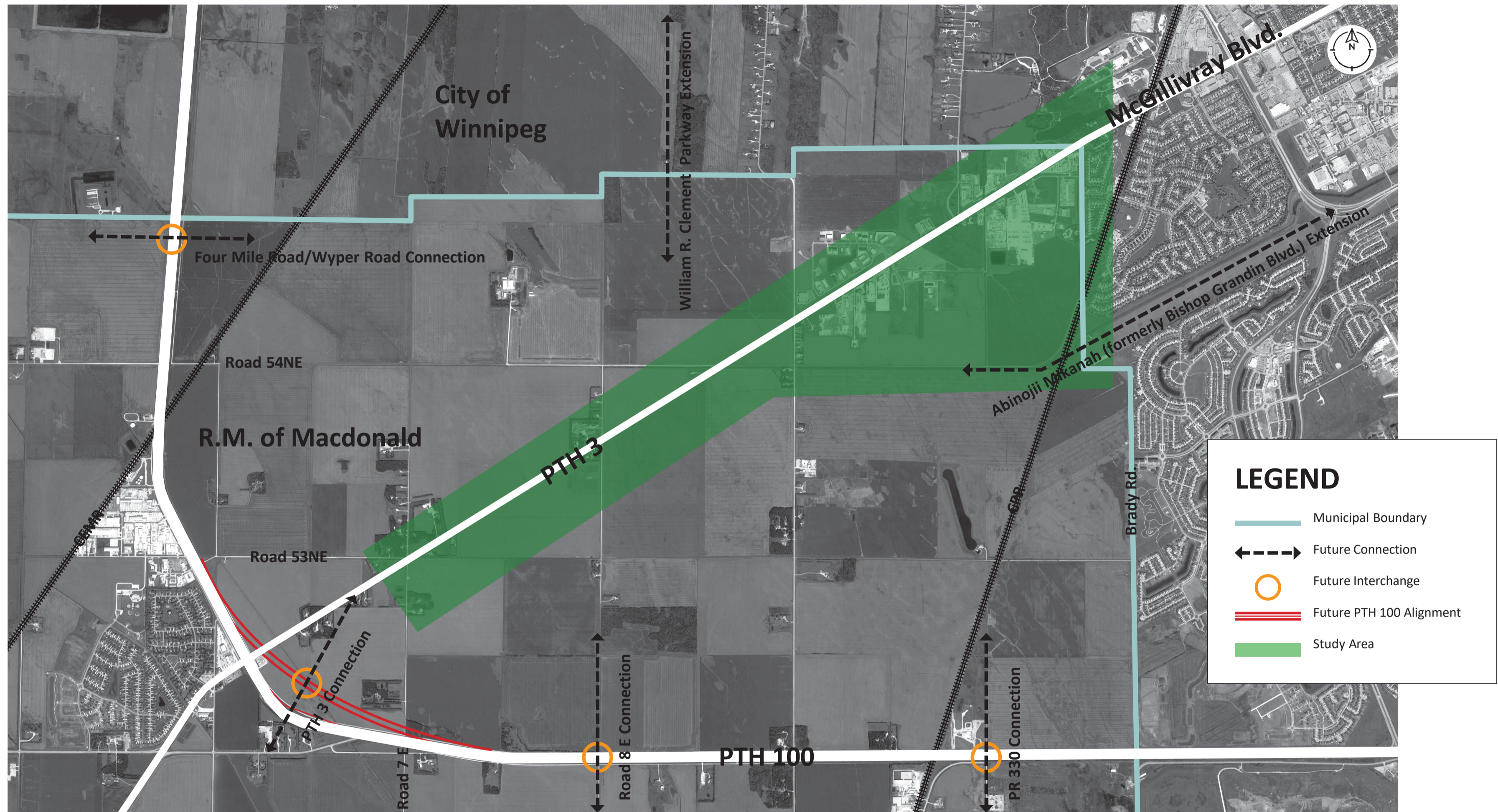
Inform you of the **purpose and scope** of the study.

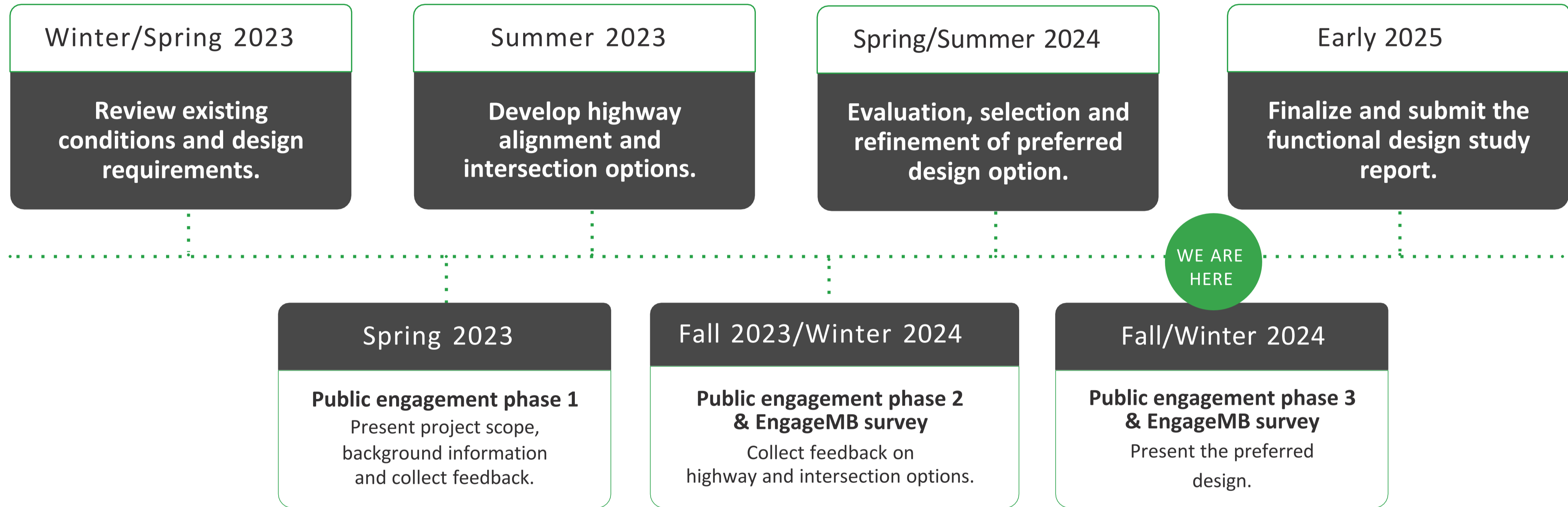


Present the preferred design option and how concerns have been addressed where possible.



Offer an opportunity to **provide feedback** on the preferred design.





The functional design study will take approximately two years to complete.

A functional design study is an early phase of the design process in which the road right-of-way and roadway layout are established based on projected travel patterns and demand. Functional designs are informed by both technical studies and public input and feedback throughout the process.

During phase 2 engagement, the **project team met with landowners, business owners, municipalities, and other stakeholders** to communicate the project's scope and timing, present three roadway alignment options, and gather feedback.

The engagement activities facilitated during phase 2 of public engagement included:



Stakeholder meetings with the **City of Winnipeg, RM of Macdonald, and provincial departments.**



Group stakeholder meetings (held in a come-and-go format) with **landowners, business owners, and other invited stakeholders.**



A public **website** with a link to the presentation boards.



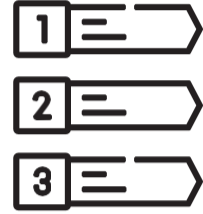

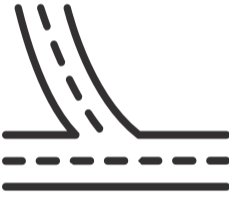


A public **survey** made available both online and at in-person stakeholder meetings.



Based on technical evaluation and public feedback, **option 1** was preferred, which was twinning PTH 3 along the existing alignment to connect to McGillivray Boulevard.

FEEDBACK

HOW IT WAS CONSIDERED

<p>Top priorities for stakeholders include minimizing land acquisition and impacts on adjacent properties.</p>	 <p>The recommended option is on the existing PTH 3 alignment and has less land and property impacts than a new alignment.</p>
<p>Traffic flow and safety issues need to be addressed in the design.</p>	 <p>The design provides a four-lane divided roadway with intersection improvements and access management that will improve traffic flow and help address existing safety concerns.</p>
<p>Changes to access should be minimized and, when necessary, alternative access needs to be provided.</p>	 <p>Access changes have been minimized in the design, wherever possible, and where required, alternative accesses have been provided.</p>
<p>The new design should accommodate agricultural vehicles.</p>	 <p>Agricultural vehicle movements have been accommodated within the design. There is no need for separate agricultural accesses.</p>
<p>Desire for service roads to be paved.</p>	 <p>New service roads have been minimized in the design, wherever possible, with a preference to tie into internal road networks. Surfacing of service roads will be confirmed during the detailed design stage.</p>

The project team has designed and evaluated the roadway and intersection options based on the following criteria:



Engineering and Transportation

CRITERIA

- Safety
- Geometry
- Utilities
- Ease of construction and staging
- Traffic operations



Community/Social Economic Impacts

CRITERIA

- Minimize land acquisition/severance
- Impact on businesses and residential neighbourhoods
- Impact on access
- Pedestrian/cycling accommodation



Cost Factors

CRITERIA

- Cost of construction
- Right-of-way acquisition cost



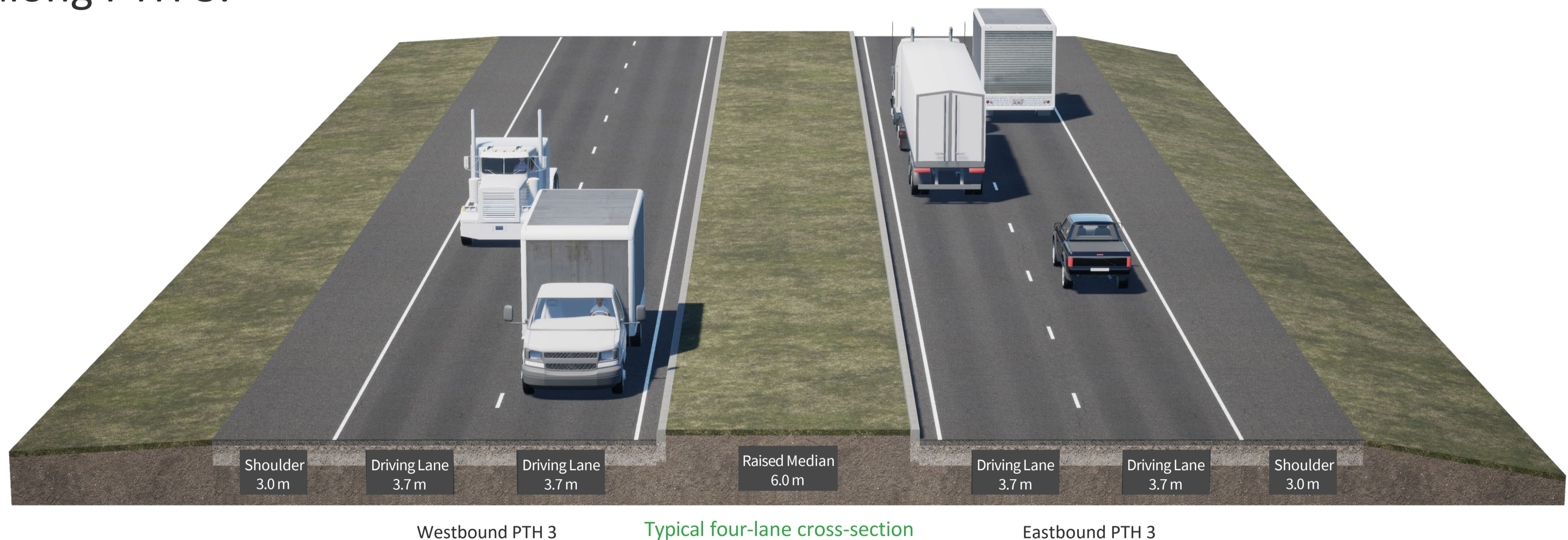
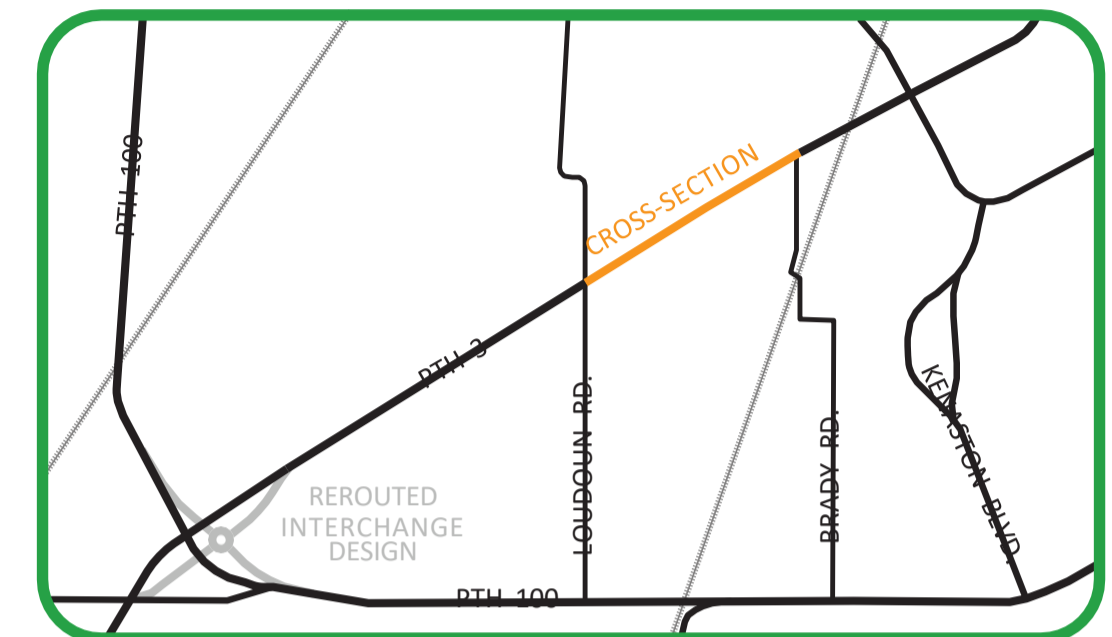
Environmental Impacts

CRITERIA

- Natural environment
- Habitat impact
- Heritage resources impact

Loudoun Road to Brady Road

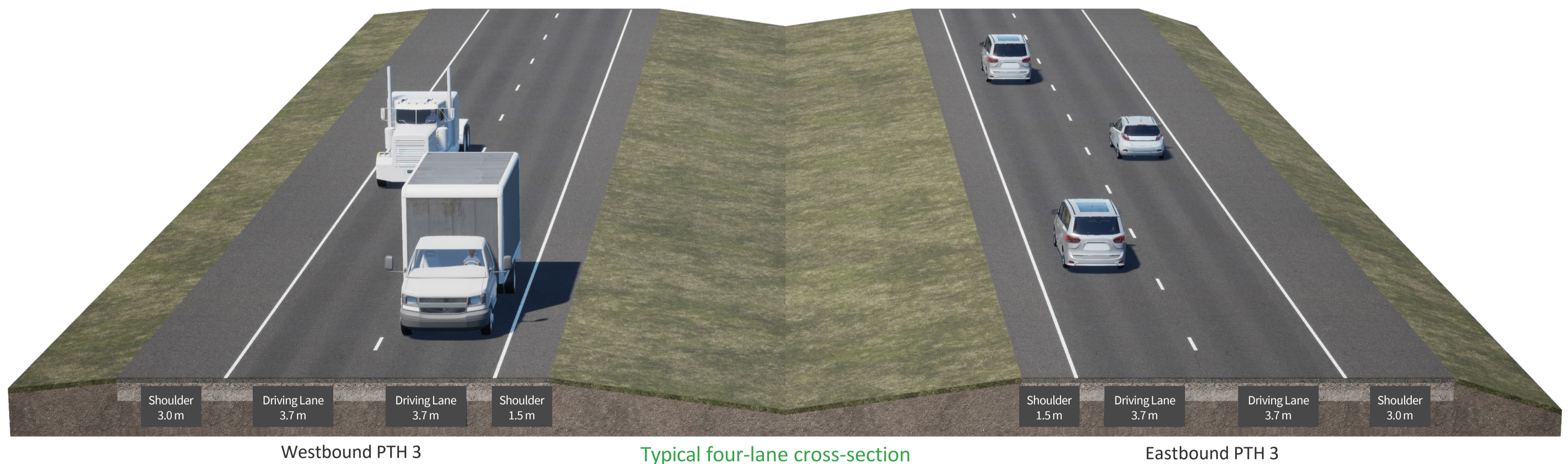
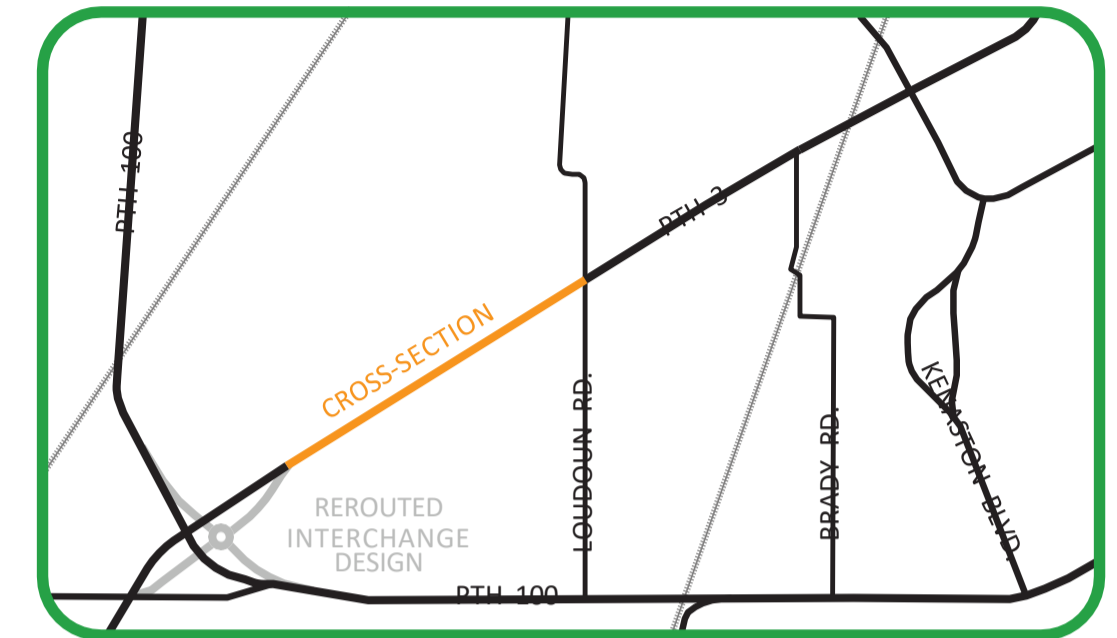
Typical semi-urban cross-section with a raised median in the industrial development area along PTH 3.



Preference will be to provide access to adjacent lands through the local road network; however, service roads may be considered in certain locations.

PTH 100 to Loudoun Road

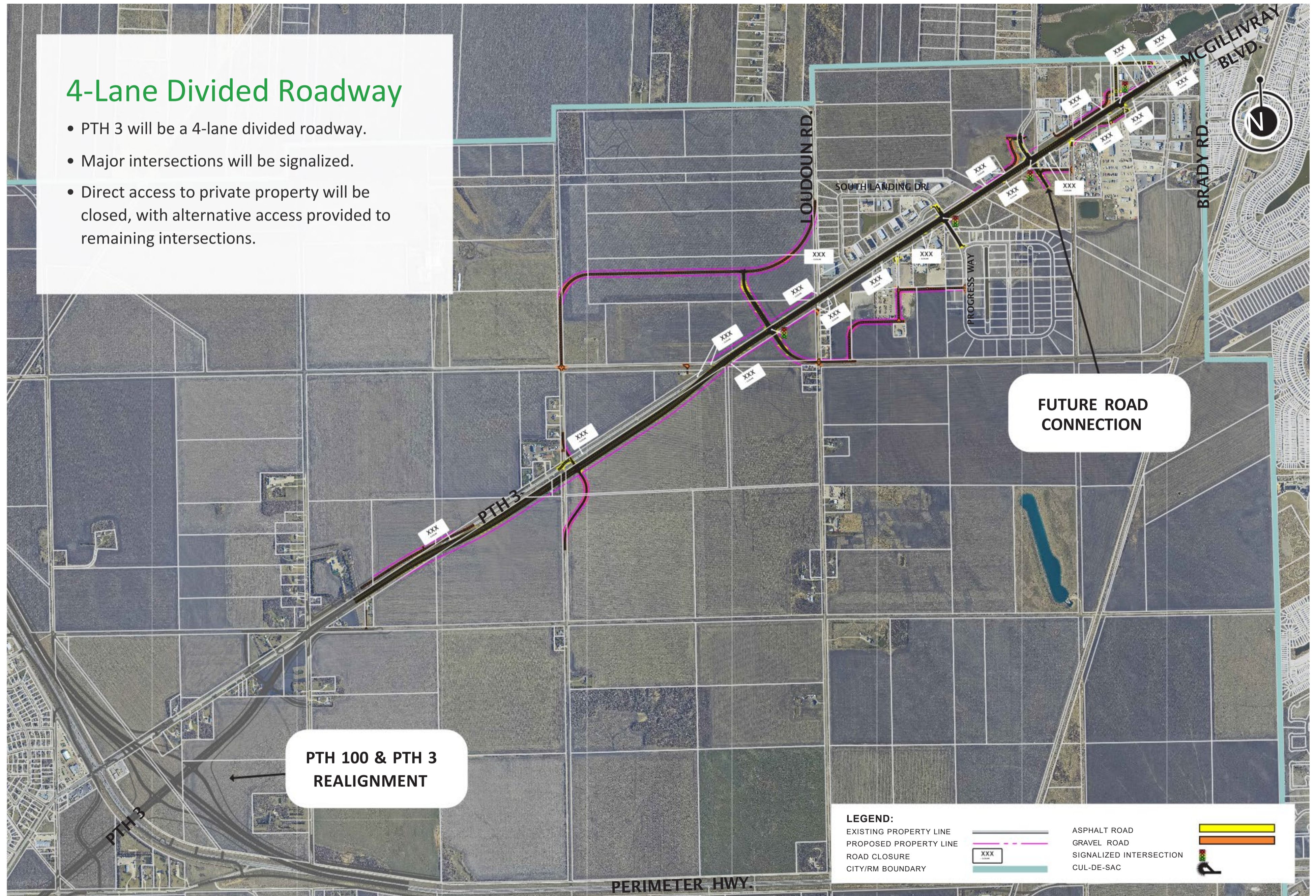
Typical rural cross-section with a depressed median in the agricultural area along PTH 3.



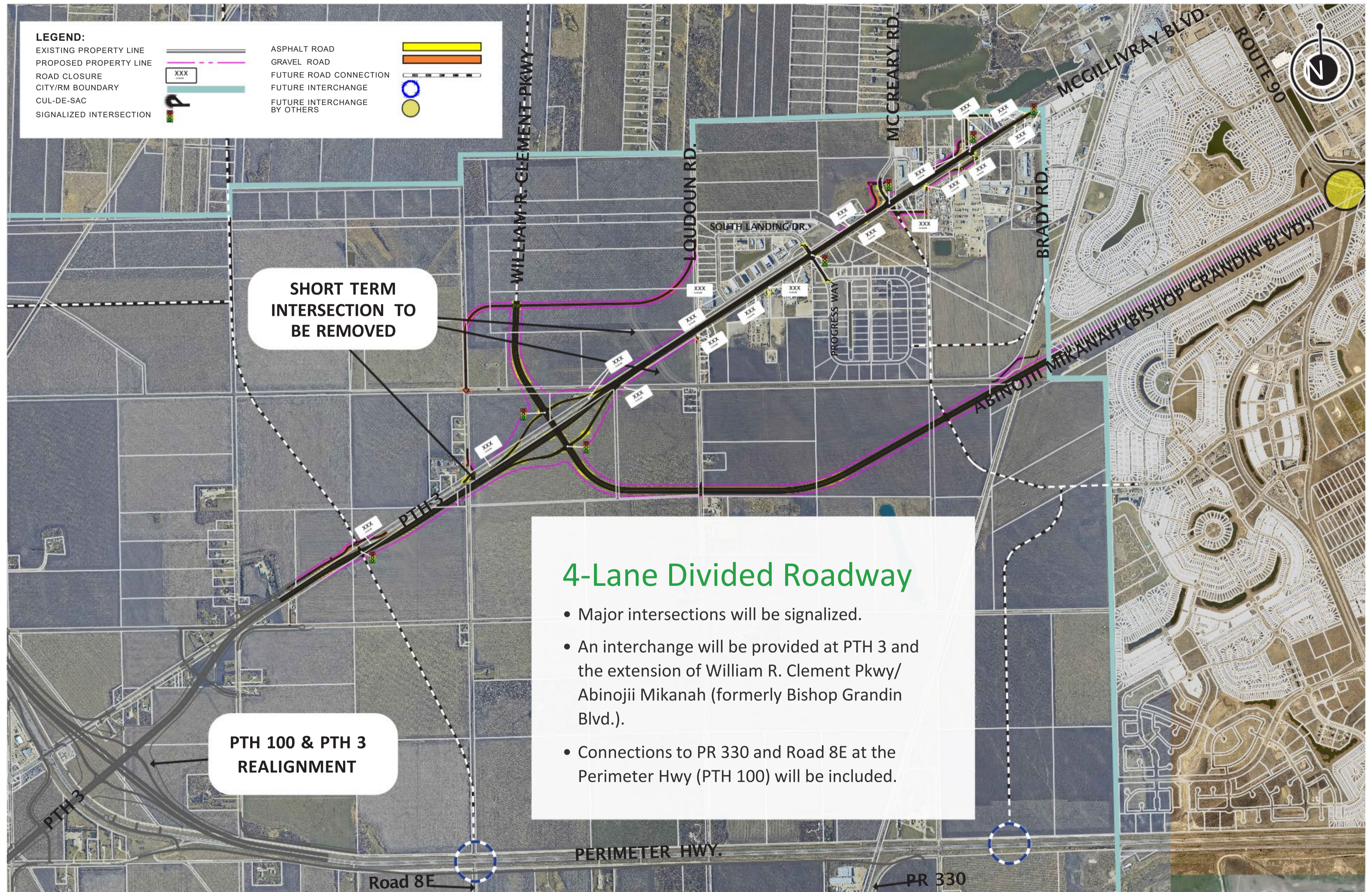
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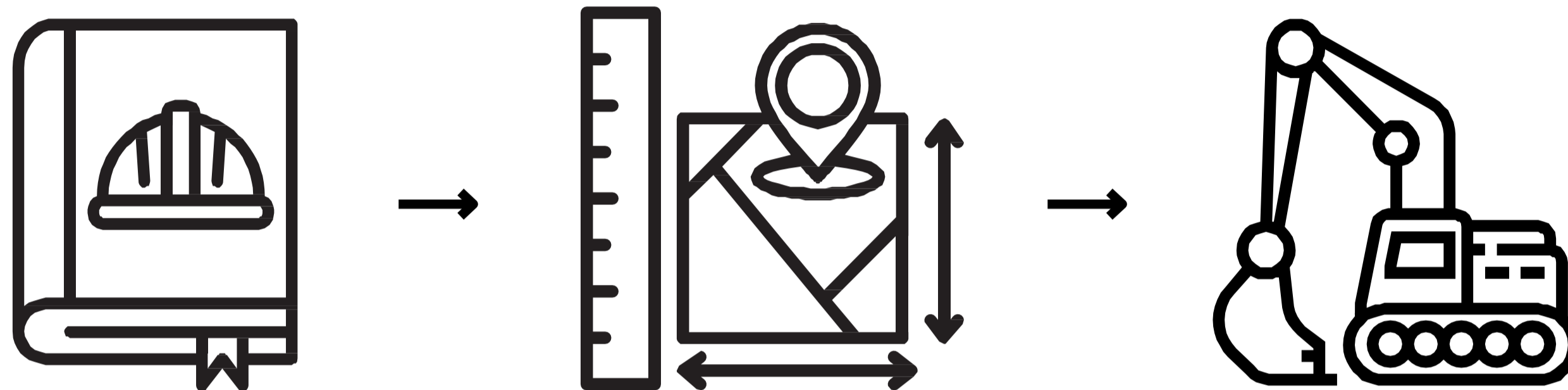
4-Lane Divided Roadway

- PTH 3 will be a 4-lane divided roadway.
- Major intersections will be signalized.
- Direct access to private property will be closed, with alternative access provided to remaining intersections.









After the Functional Design Study report is finalized, future project stages including detailed design, land acquisition, utility relocations, and construction will follow.

Thank you

Thanks for participating in phase 3 engagement for the PTH 3 Functional Design Study.

For additional information, please contact:

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