

Proposed Improvements to Provincial Road (PR) 215 in Beausejour

Project Update

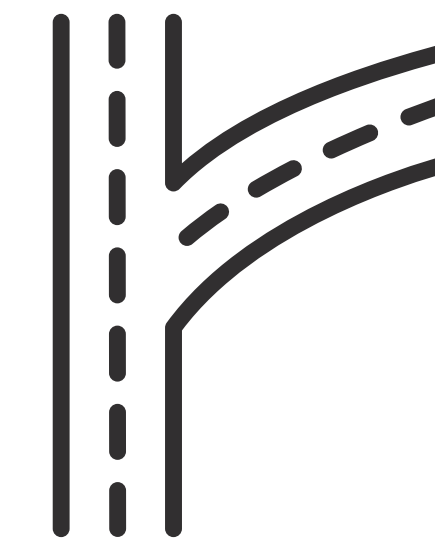
Fall 2024



The **purpose** of this presentation is to:



Provide **information on the scope, and timing of the PR 215 improvements in Beausejour** project.



Present the **proposed design.**



Manitoba Transportation and Infrastructure (MTI) is completing intersection improvements and bituminous rehabilitation along Provincial Road (PR) 215, 7.2 km east of Provincial Trunk Highway (PTH) 12 to PTH 44. The project was initiated to address operational and safety issues as a consequence of angle parking maneuvers and increased traffic.

Study Area

- » The study area is in the Town of Beausejour and in the Rural Municipality of Brokenhead.
- » The study area includes PR 215 from 7.2 km east of PTH 12 to PTH 44.

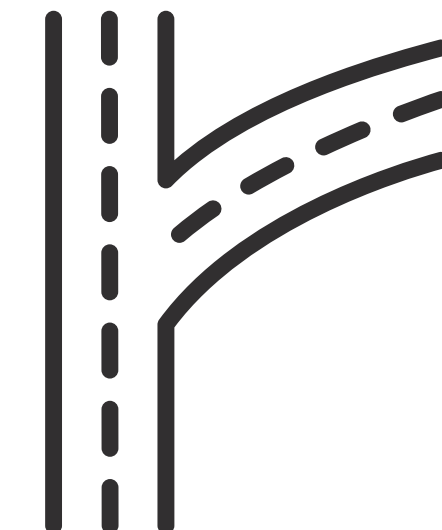




Stantec was engaged to complete a Functional Design Study (FDS) including restoration of the pavement surface, intersection improvements, and access management for the Town of Beausejour.



To support the FDS, WSP was engaged to develop and implement a public and stakeholder consultation program designed to keep stakeholders and the public informed with project updates from the start of the project through until the end of construction.

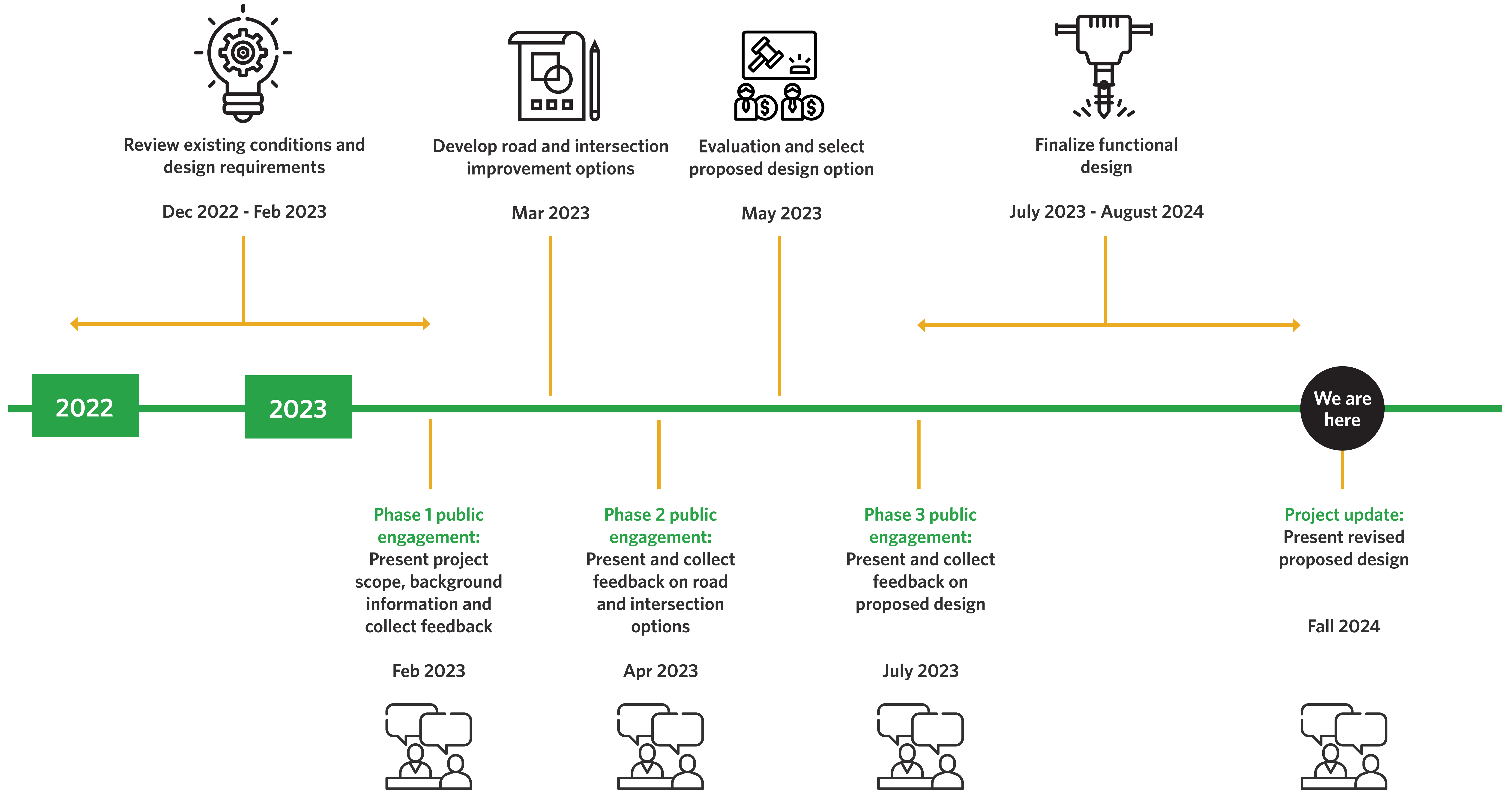


The FDS was initiated to address operational issues as a consequence of angle parking maneuvers and increased traffic.



A FDS 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 feedback throughout the process.

Functional Design Study Timeline



Public and stakeholder engagement is an important part of the project.

- » **In Phase 1 (Winter 2023)**, the project team met with the Town of Beausejour and R.M. of Brokenhead councils, as well as other stakeholder groups to introduce the project and collect initial feedback. Newsletters introducing the project were also mailed to landowners in the study area.
- » **In Phase 2 (Spring 2023)**, the project team met with the municipalities and stakeholder groups and held a public open house to present the road and intersection options under consideration. A follow-up survey was also used to collect feedback from the public. Two roadway options were presented, one with active transportation along both sides of the street and one without. The feedback received favoured the option with active transportation.
- » **In Phase 3 (Summer 2024)**, the project team presented the preferred design incorporating the active transportation. The feedback received indicated it was no longer the desired option due to conflicts with parking, access and maintenance issues. As a result, the project team went back to the option that did not have active transportation along PR 215 and refined it as the finalized design.



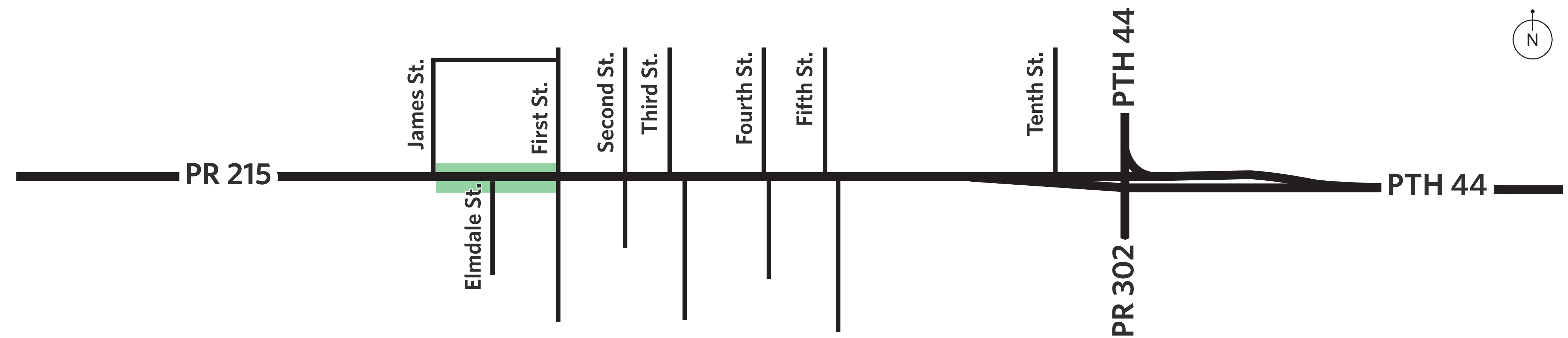
Proposed Design - Highlights

- » Curb-to-curb construction limits.
- » Raised median.
- » Improved drainage by installing land drainage system.
- » No through accommodation along PR 215 for active transportation or cycling infrastructure (north-south connections identified in The Town of Beausejour Active Transportation Master Plan).
- » 3.7 metre wide through lanes.
- » 3.3 metre wide parking lane.
- » U-turns from left lane with the median may be challenging.
- » 174 parallel parking spaces provided (a net loss of 53 parking spaces) along PR 215 - alternative parking on side streets or offstreet lots is required.
- » Curb extensions or bump-outs at intersecting roadways to make it safer for pedestrians.
- » Roundabout was designed to be 48 metres in diameter.



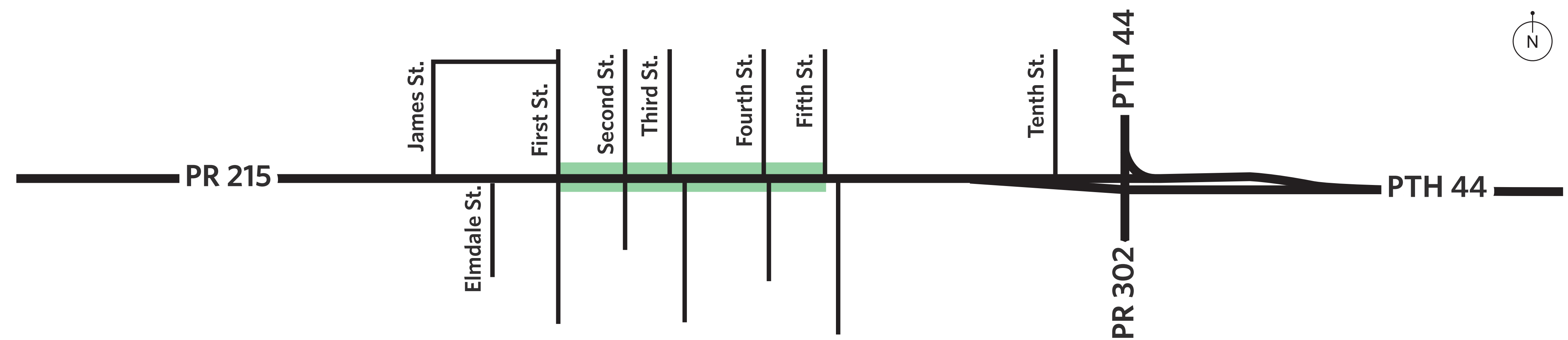
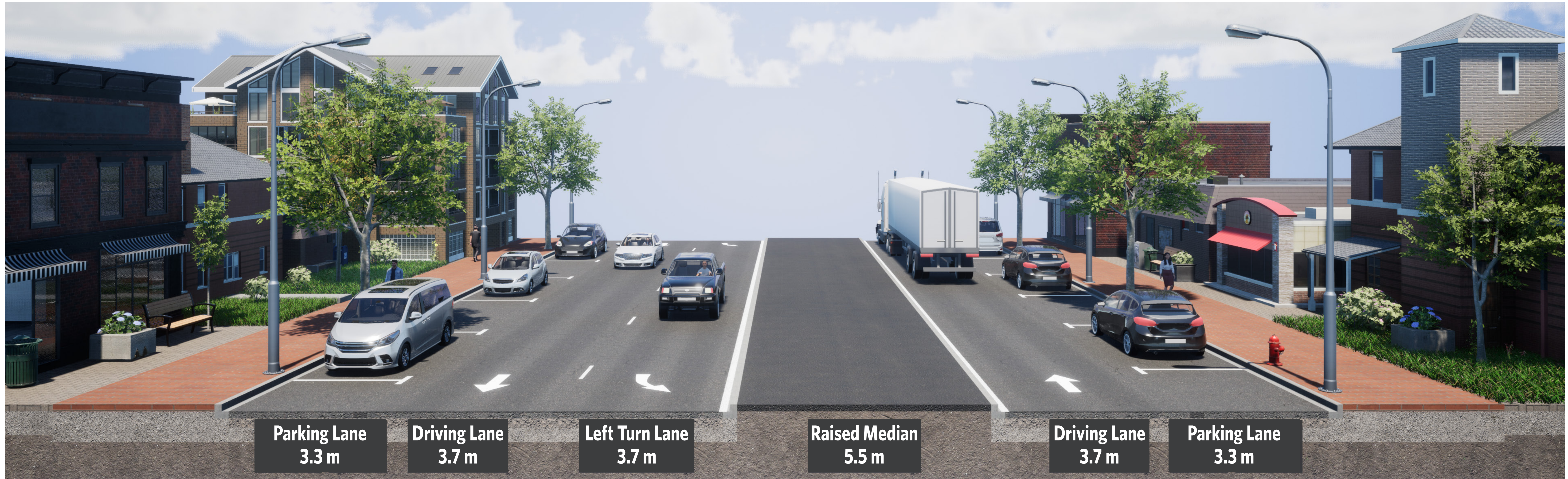
Proposed Design

Typical Section - Raised Median



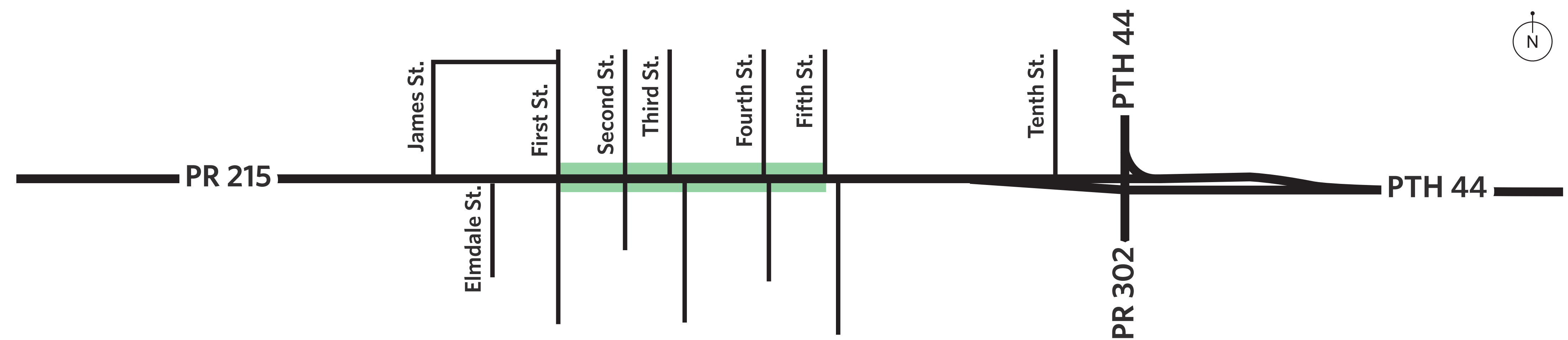
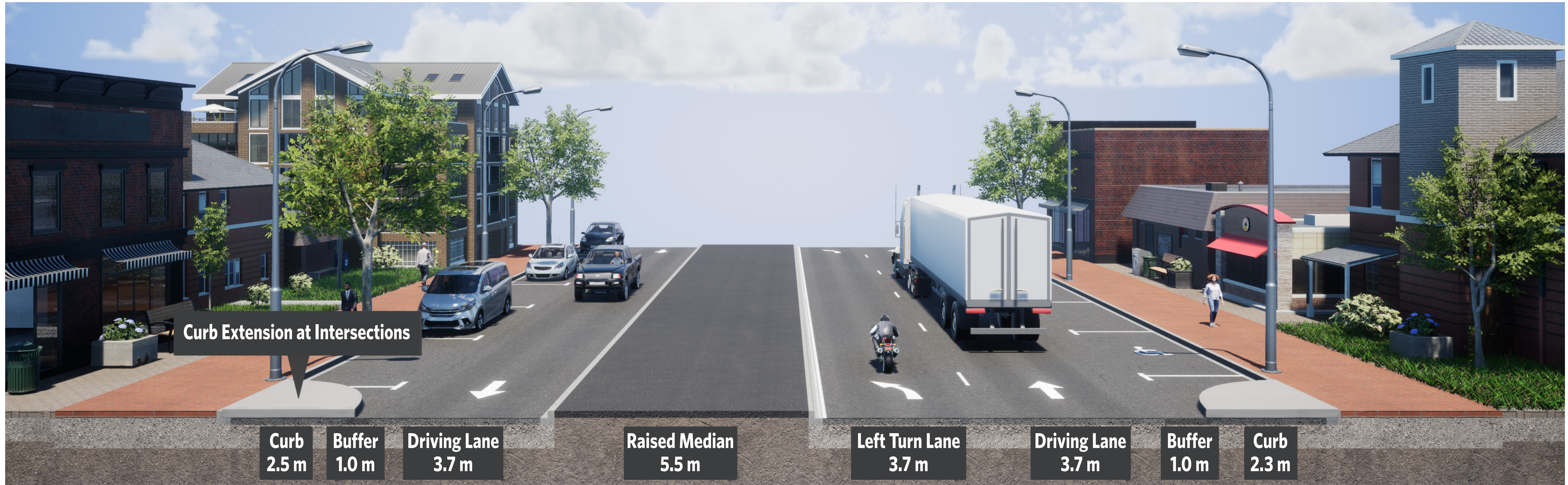
Proposed Design

Left Turn - Raised Median



Proposed Design

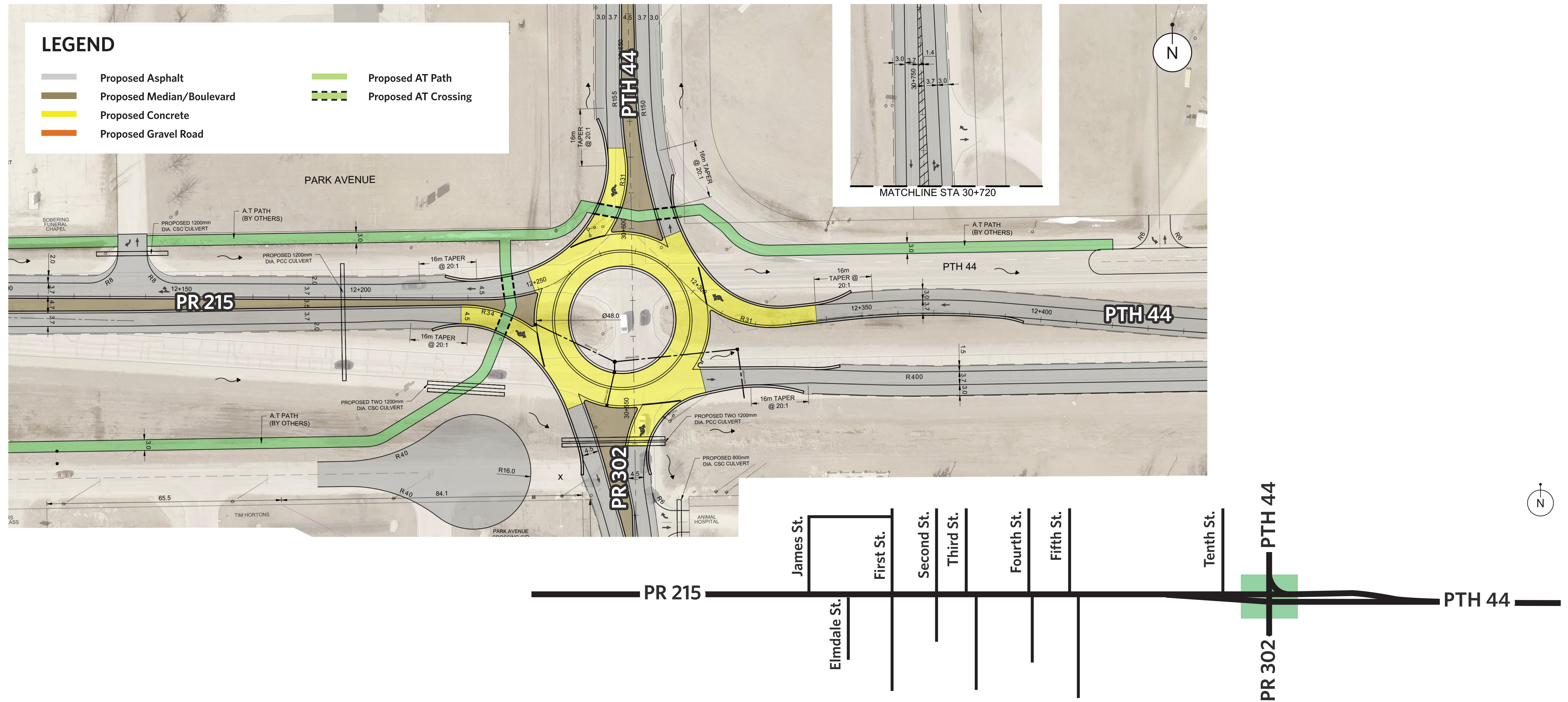
Curb Extension - Raised Median



Roundabout at PR 215 and PTH 44 / PR 302

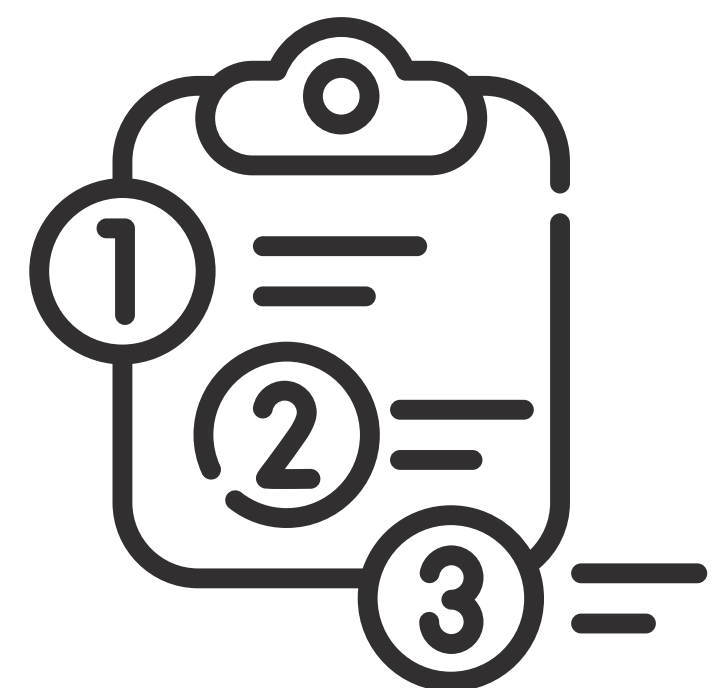
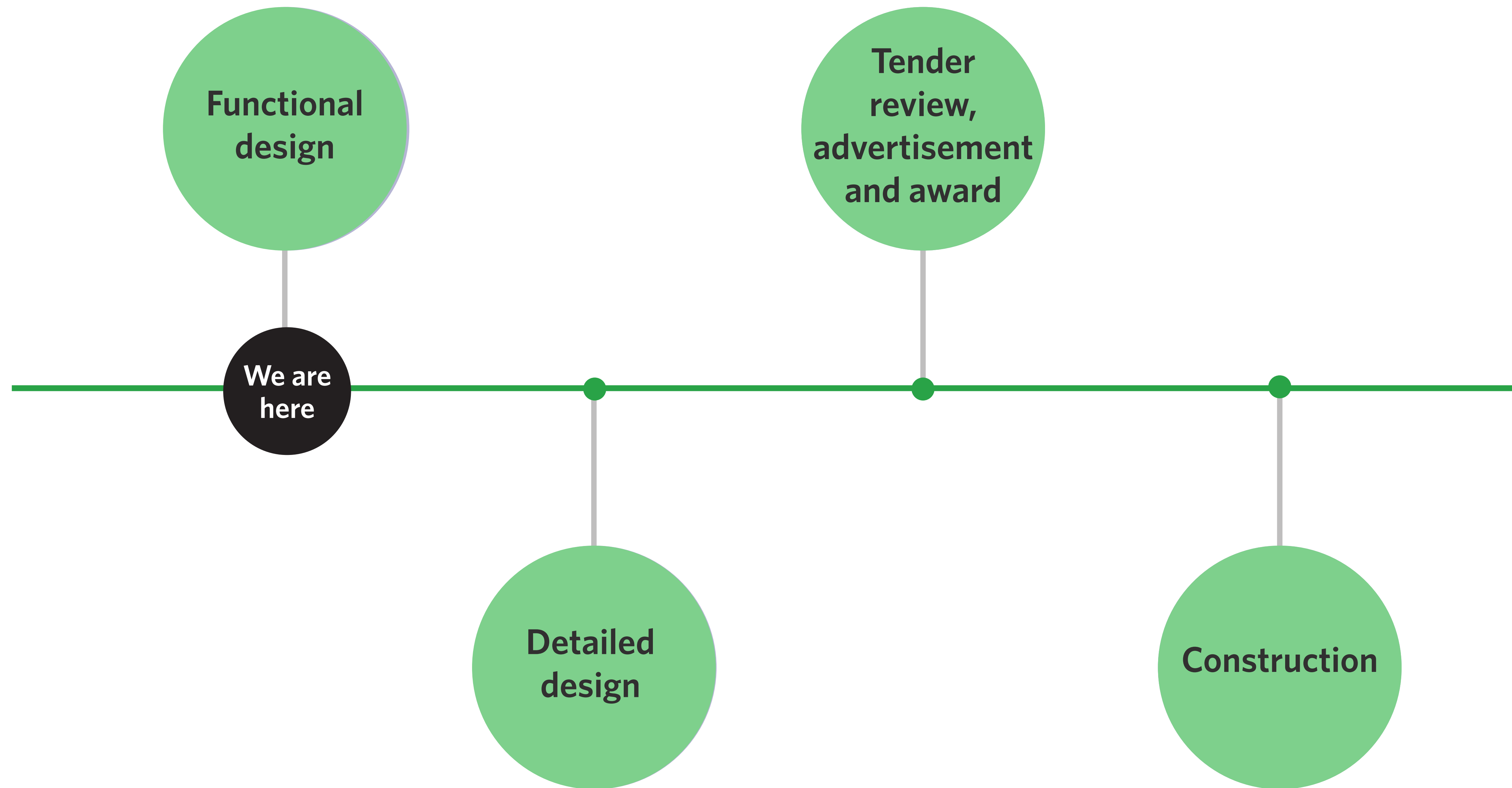
» A single lane roundabout is proposed at the intersection of PR 215 and PTH 44/PR 302 due to its ability to improve safety and operational efficiency.

» Property acquisition has been minimized wherever possible and is only required at the southwest corner of the roundabout.



- » Several private driveway approaches will be closed/modified in order to ensure safe distances from intersections.
- » Approaches will be closed on the north side of PR 215 in proximity to intersections with Third Street, Fifth Street, Seventh Street, and Tenth Street.
- » East of the proposed roundabout at PR 215 and PTH 44 / PR 302, private accesses onto PTH 44 will be replaced with a service road on the north side of the highway.
- » Service road will be located within the existing highway right-of-way.
- » North of the roundabout, one of the driveway approaches to the RM of Brokenhead office will be closed.

See the table map for access closures along the proposed design.



The Functional Design is now complete. Detailed design will be started soon, followed by the tender, advertisement and award of the construction contract.

For additional information, please contact:

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