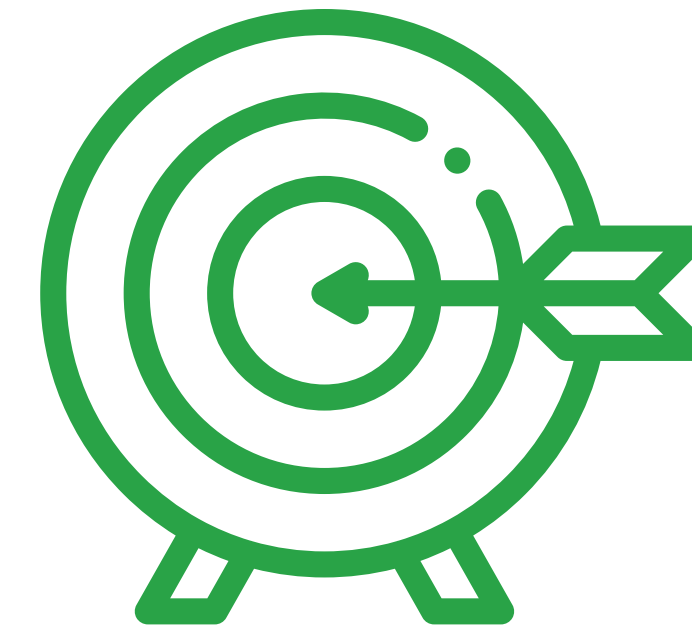


# PTH 3 Functional Design Study

## Phase 2 Engagement: EngageMB Survey

Fall 2023





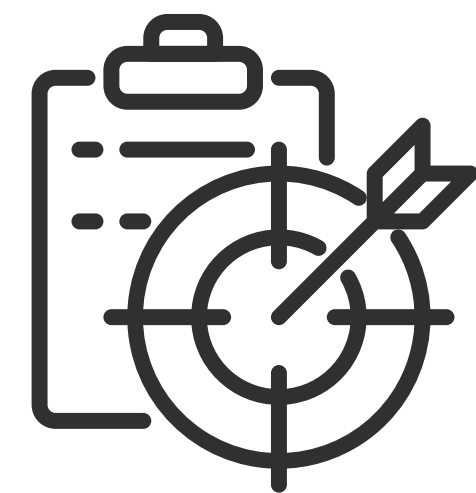
## Purpose

**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 plan will consider options for two main corridor alignments:

- (1) the existing alignment to connect to McGillivray Boulevard and
- (2) a realignment to connect to Bishop Grandin Boulevard (proposed Abinojii Mikanah).

## The **intent** of phase 2 engagement and the EngageMB survey is to:



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

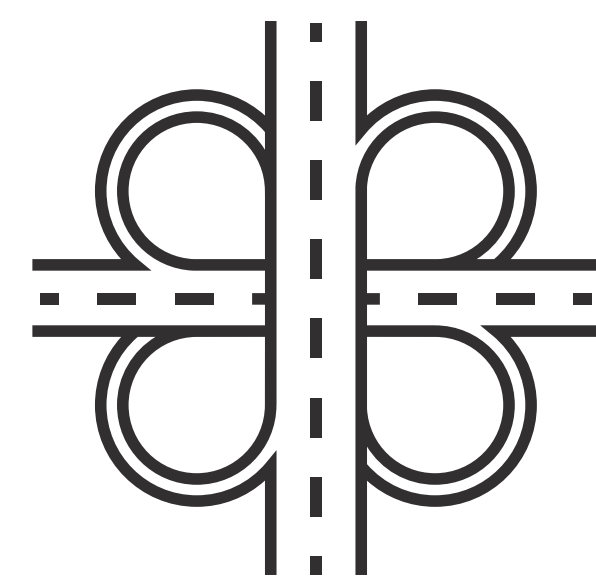


**Present the roadway and intersection design options** (including access management) under consideration.



Offer an opportunity to **provide input to and ask questions** of the design team.

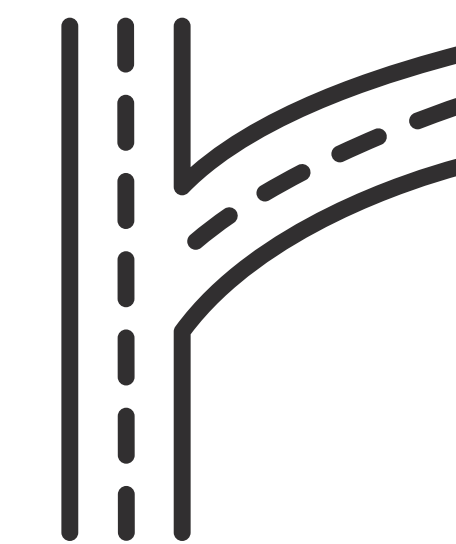
**WSP Canada Inc. (WSP), a planning and engineering firm, was contracted by the Manitoba government to develop a design for the twinning of PTH 3.**



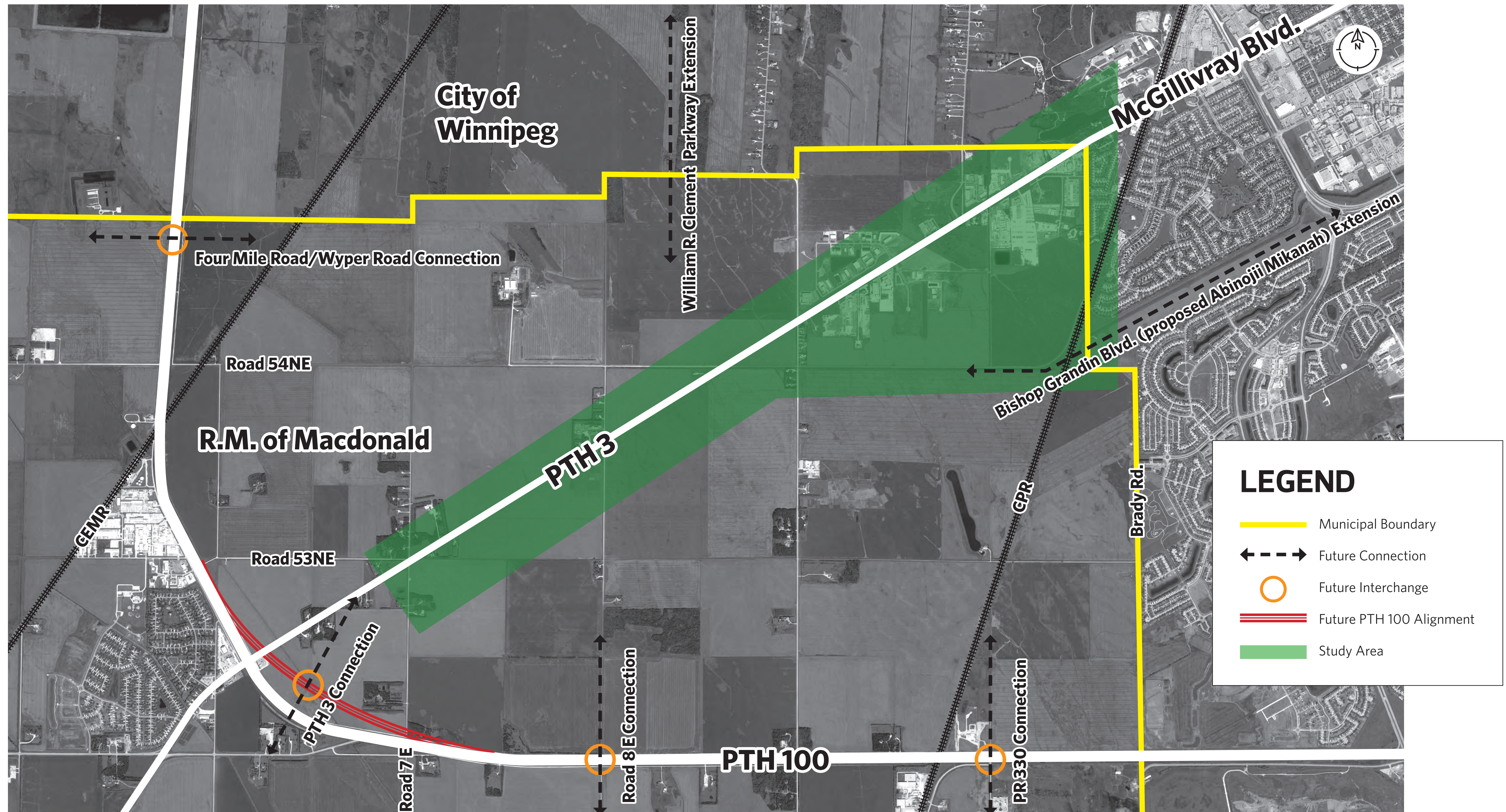
Conceptual alignments of the **William R. Clement Parkway, Road 8E and PR 330 extensions and connections to PTH 3** will be developed.

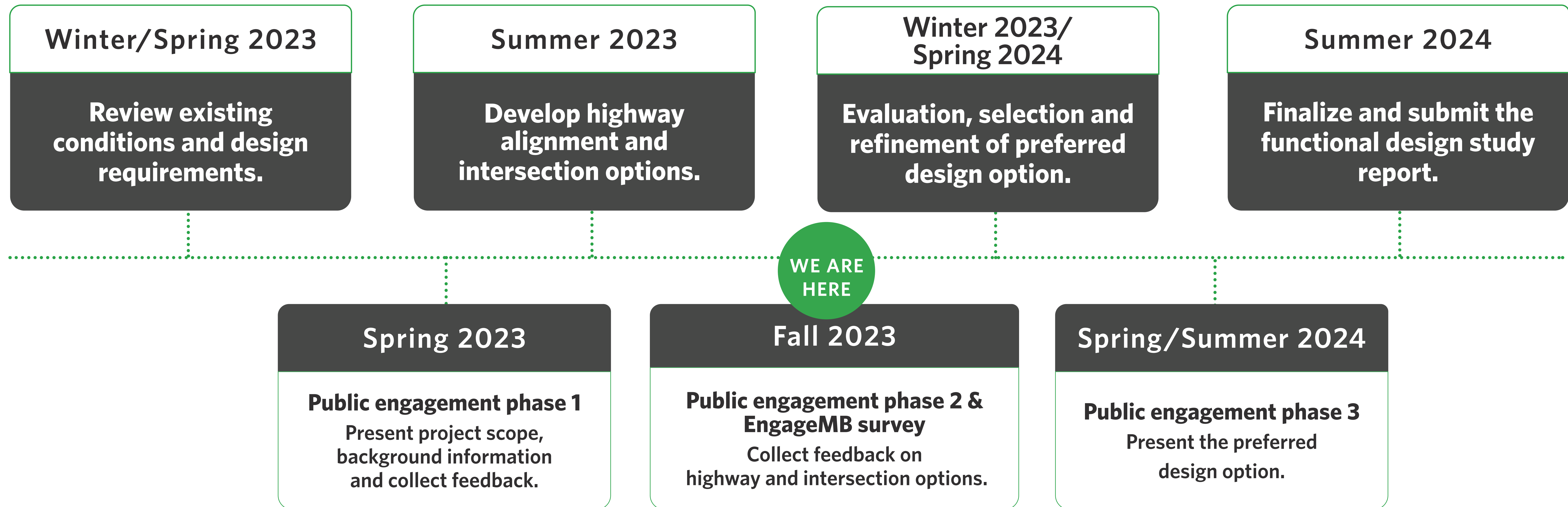


The study will **update a 2006 twinning and access management plan.**



The study will also **guide intersection improvements and land use planning and development.**



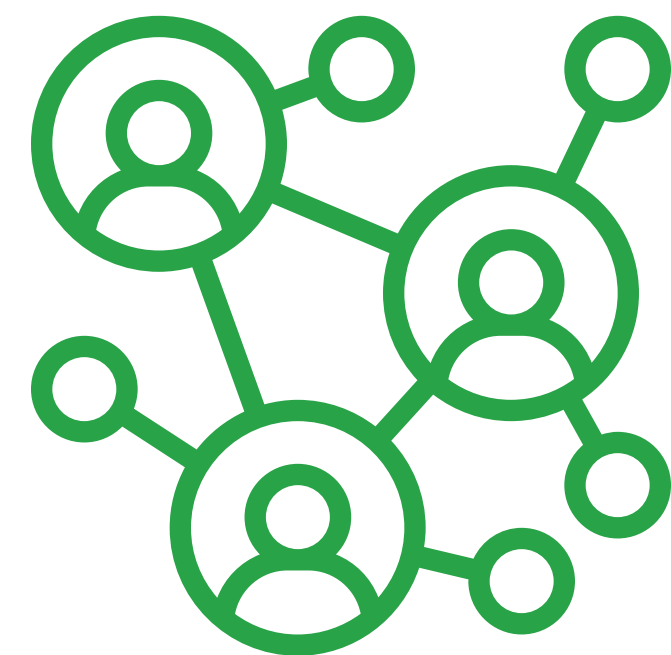


**The functional design study will take approximately one-and-a-half years to complete.**

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 1 engagement, the **project team met with landowners, business owners, municipalities and other stakeholders** to introduce the project, communicate the project's scope and timing, and gather initial feedback.

The engagement activities facilitated during Phase 1 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 **survey** made available both online and in-person.

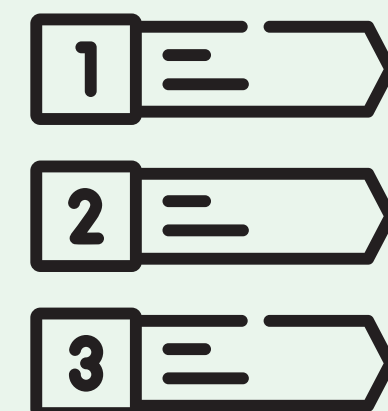


A **website** with a link to the presentation boards.

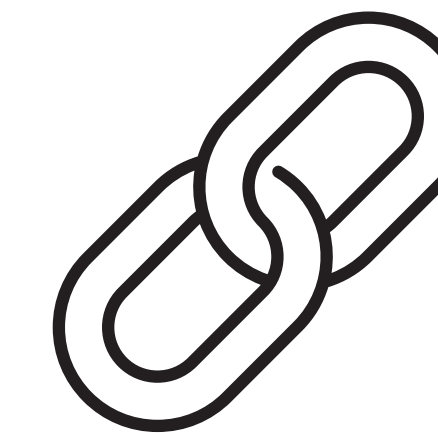
Overall, feedback collected during phase 1 from stakeholders was **positive.**



## Specific themes based on the feedback received include:



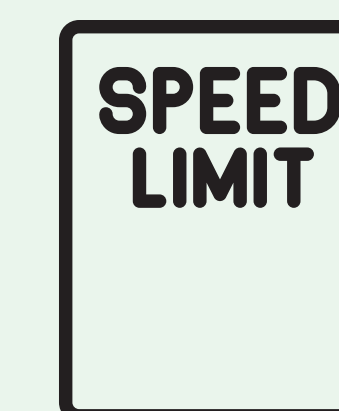
That top priorities for stakeholders include improving safety and traffic operations and minimizing land acquisition and impacts on adjacent properties.



That the study be coordinated with planned infrastructure projects and development in both the City of Winnipeg and RM of Macdonald.



That the planned twinning of PTH 3 address existing safety concerns and access challenges.



That speed limit adjustments and signage improvements should be considered as part of the study.



The project team will design and evaluate roadway and intersection options based on the following criteria:



## Engineering and Transportation

### CRITERIA

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



## Community/Social Economic Impacts

### CRITERIA

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



## Cost Factors

### CRITERIA

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



## Environmental Impacts

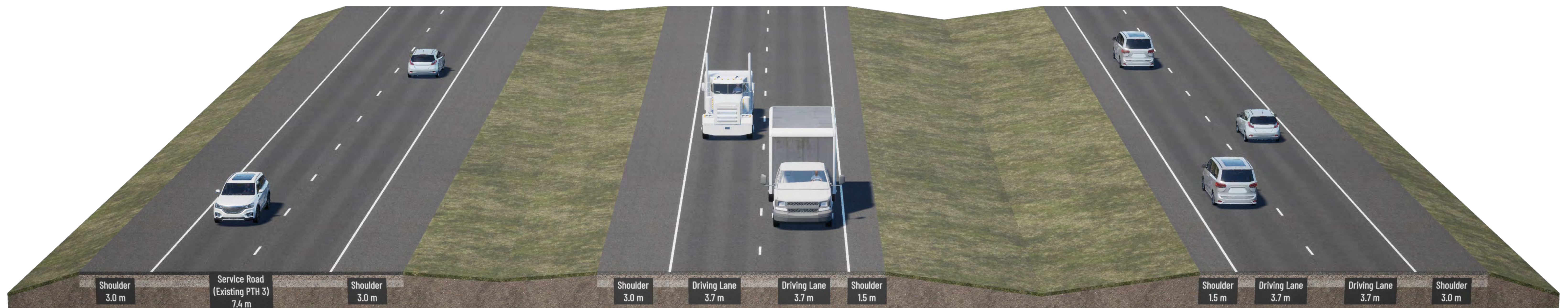
### CRITERIA

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- Natural environment
- Habitat impact
- Heritage resources impact

## PTH 3 connecting to McGillivray Boulevard (twinning along existing alignment)

Access management for this option is via traffic signals. Although roundabouts were considered, they would not adequately accommodate the type of vehicular traffic on PTH 3.



Proposed Service Road

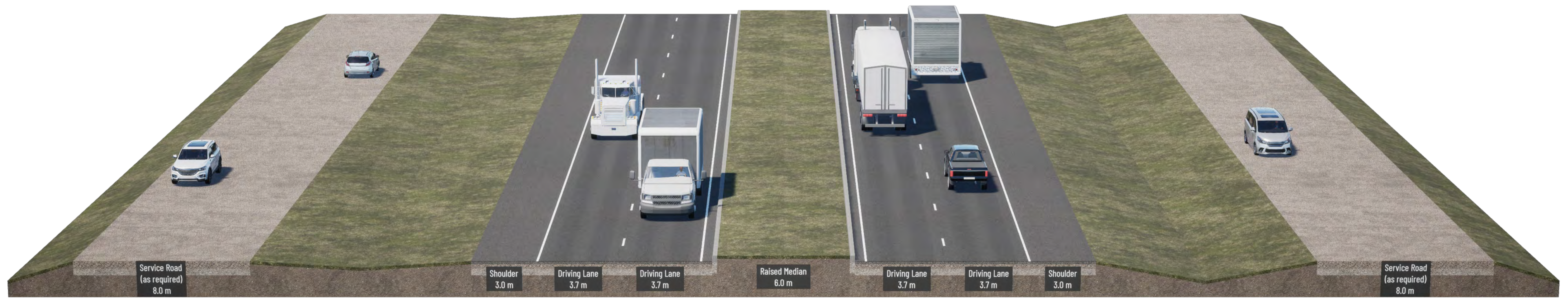
Proposed Westbound PTH 3

Proposed Eastbound PTH 3

### Proposed 4-Lane Section Road 7E to Loudoun Rd.

Note: slopes are not drawn to scale.

Proposed Service Roads will be considered along the frontage where space is available within the right-of-way, otherwise, access to adjacent lands will be provided through the local road network (see road plan layout for each Option).



Proposed Service Road

Proposed Westbound PTH 3

Proposed Eastbound PTH 3

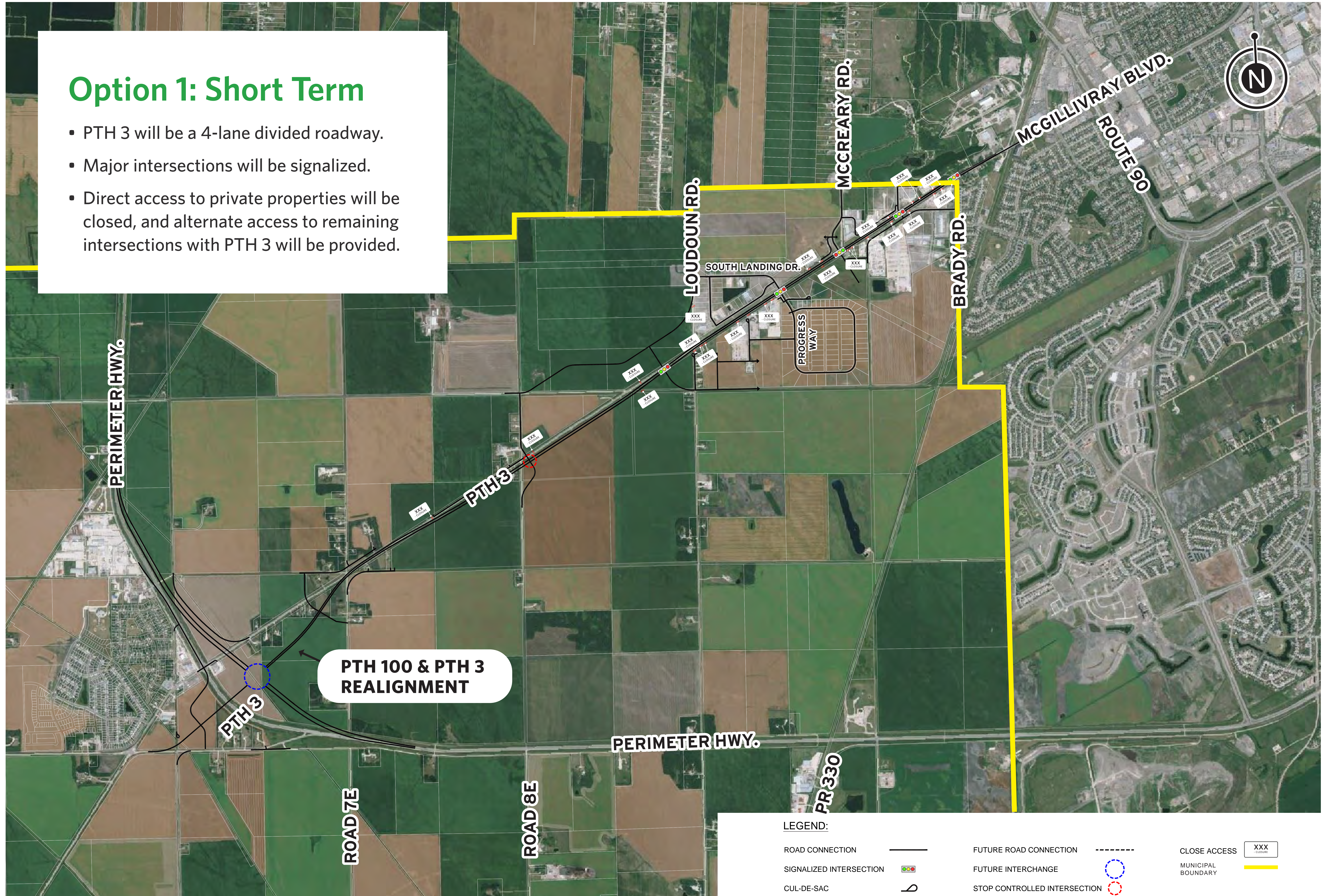
Proposed Service Road

## Proposed 4-Lane Section Loudoun Rd. to Brady Rd.

Note: slopes are not drawn to scale.

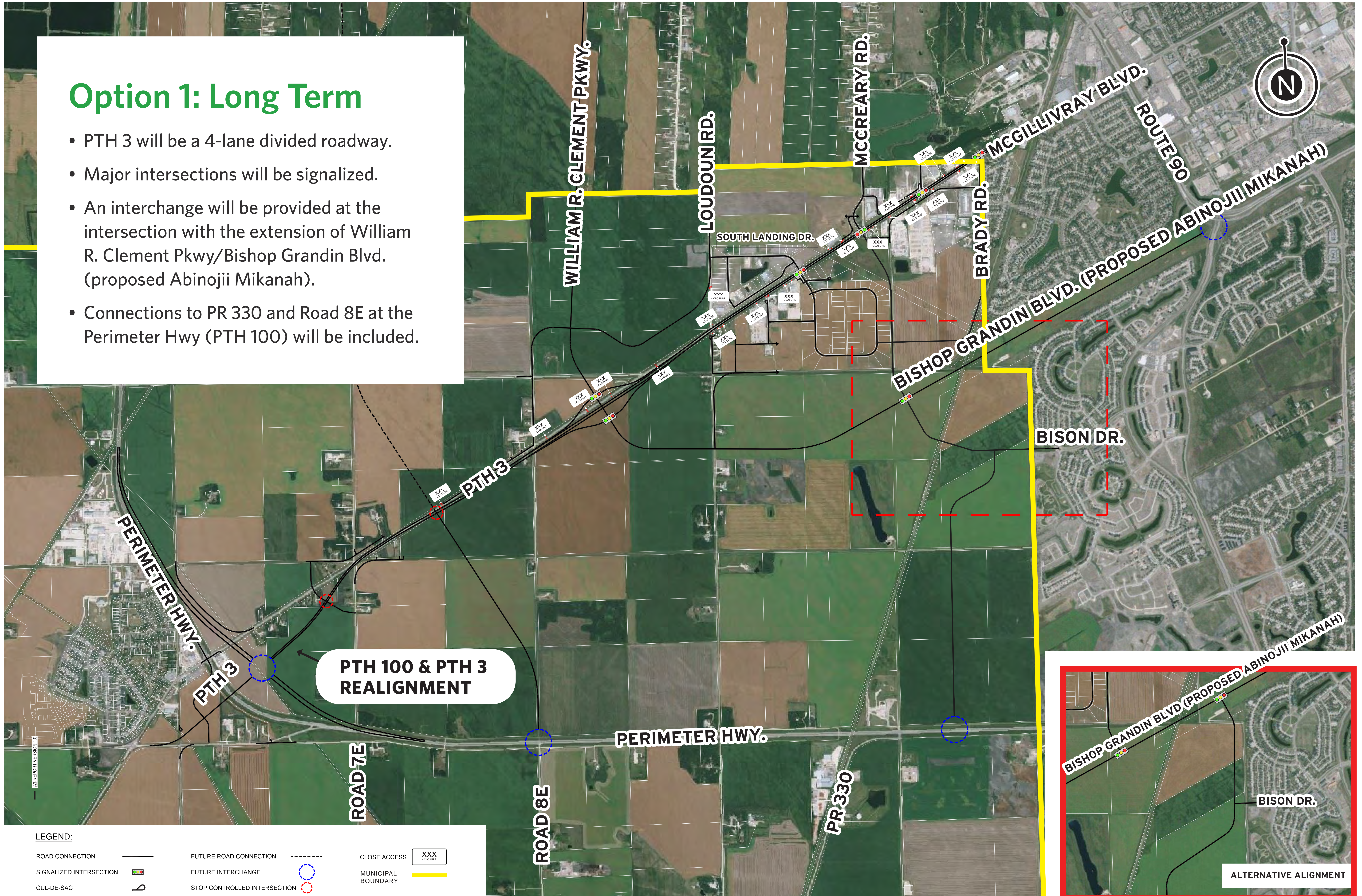
## Option 1: Short Term

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



## Option 1: Long Term

- PTH 3 will be a 4-lane divided roadway.
- Major intersections will be signalized.
- An interchange will be provided at the intersection with the extension of William R. Clement Pkwy/Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Connections to PR 330 and Road 8E at the Perimeter Hwy (PTH 100) will be included.





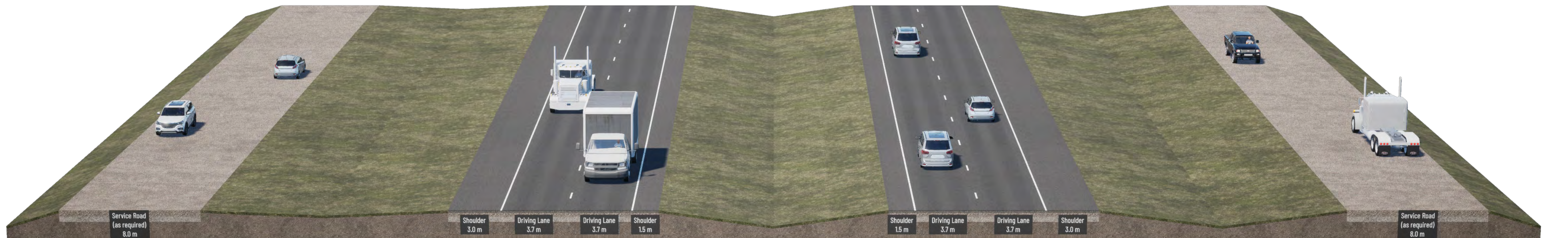
**LEGEND:**

- PTH 3 PROPOSED TWINNING
- SIGNALIZED INTERSECTION
- CUL-DE-SAC

- ROAD CONNECTION
- CLOSE ACCESS

## PTH 3 connecting to Bishop Grandin Boulevard (proposed Abinojii Mikanah) realignment

Two alignments are under consideration for this option - realignment starting west of Road 8E (Option 2A) and realignment starting east of Road 8E (Option 2B).



Proposed Service Road

Proposed Westbound PTH 3

Proposed Eastbound PTH 3

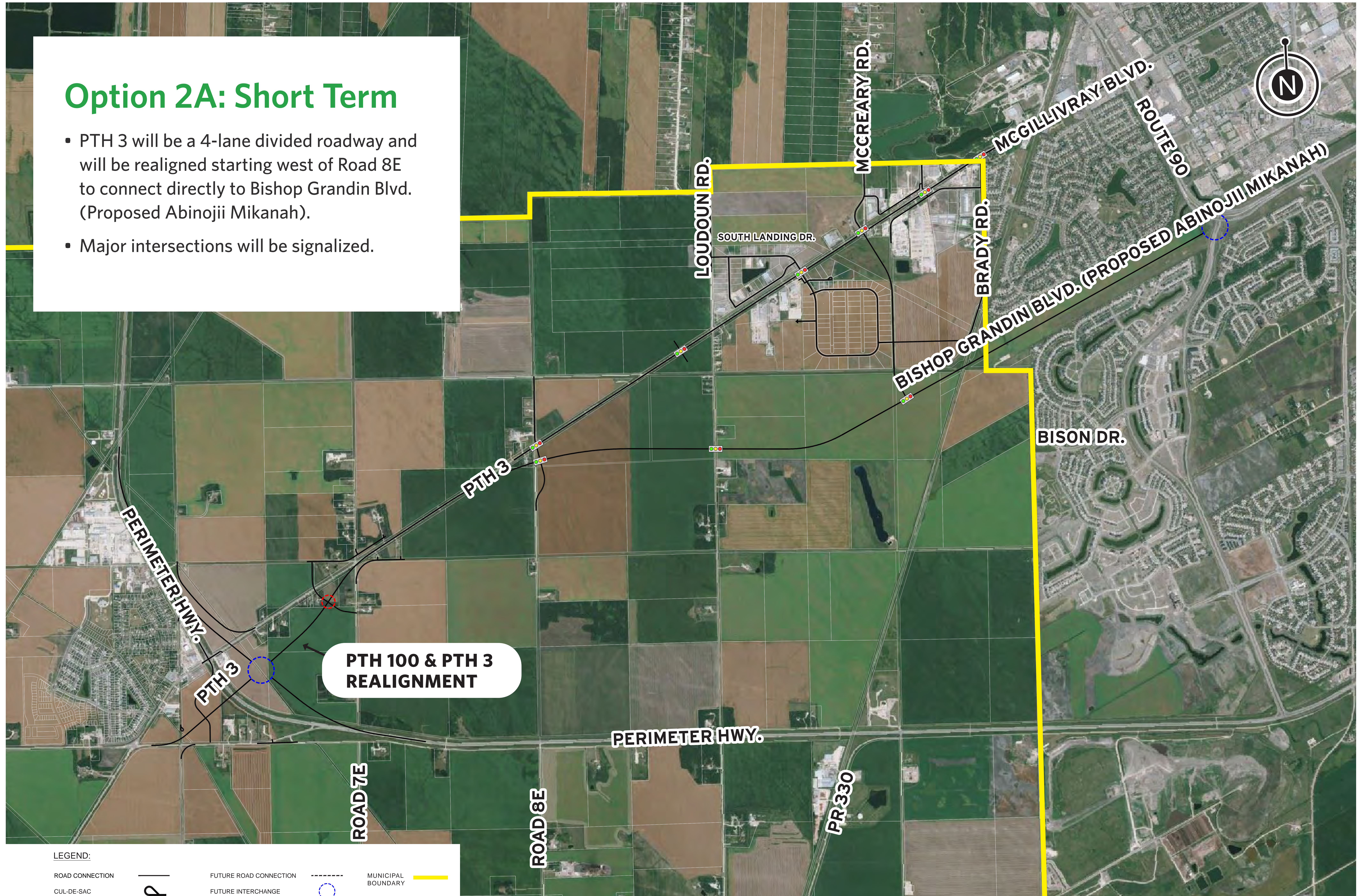
Proposed Service Road

### Proposed 4-Lane Section

Note: slopes are not drawn to scale.

## Option 2A: Short Term

- PTH 3 will be a 4-lane divided roadway and will be realigned starting west of Road 8E to connect directly to Bishop Grandin Blvd. (Proposed Abinojii Mikanah).
- Major intersections will be signalized.



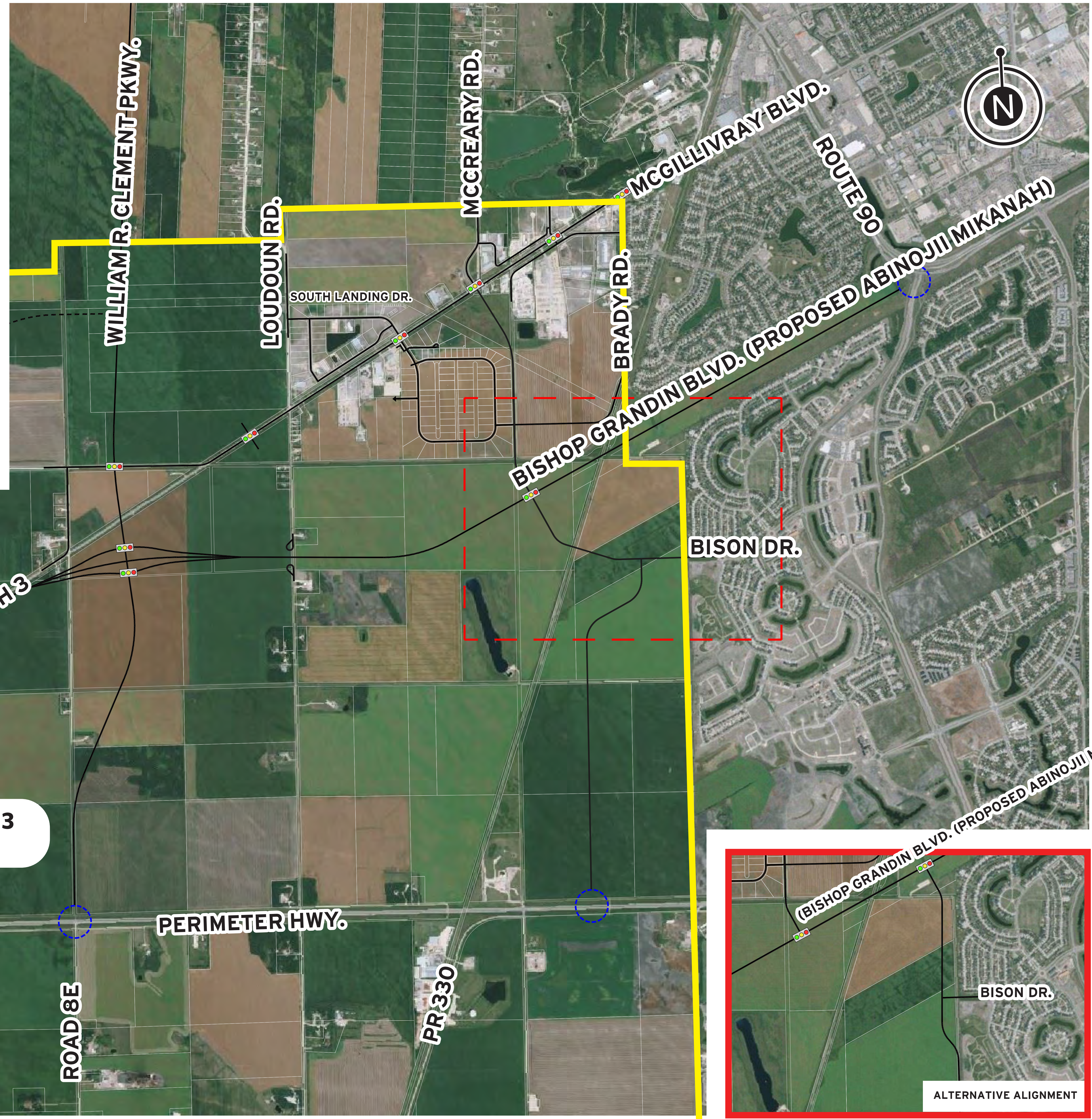
**LEGEND:**

ROAD CONNECTION		FUTURE ROAD CONNECTION		MUNICIPAL BOUNDARY	
CUL-DE-SAC		FUTURE INTERCHANGE			
SIGNALIZED INTERSECTION		STOP CONTROLLED INTERSECTION			



## Option 2A: Long Term

- PTH 3 will be a 4-lane divided roadway and will be realigned starting west of Road 8E to connect directly to Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Major intersections will be signalized.
- An interchange will be provided at the intersection with the extension of William R. Clement Pkwy/ Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Connections to PR 330 and Road 8E at the Perimeter Hwy (PTH 100) will be included.

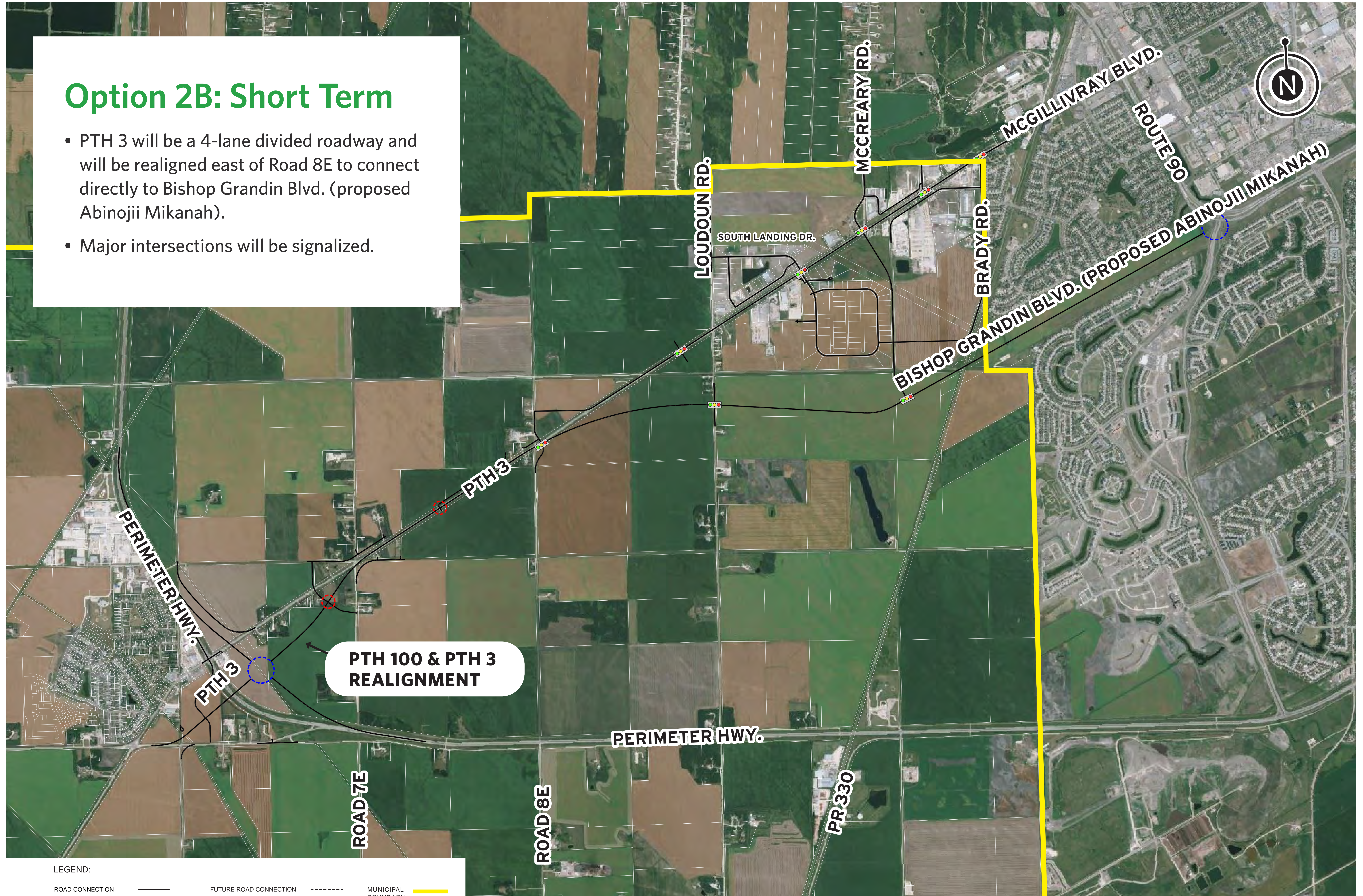


LEGEND:

ROAD CONNECTION	— —	FUTURE ROAD CONNECTION	- - - - -	MUNICIPAL BOUNDARY	—
CUL-DE-SAC	P	FUTURE INTERCHANGE	⊕		
SIGNALIZED INTERSECTION	⊕	STOP CONTROLLED INTERSECTION	⊙		

## Option 2B: Short Term

- PTH 3 will be a 4-lane divided roadway and will be realigned east of Road 8E to connect directly to Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Major intersections will be signalized.



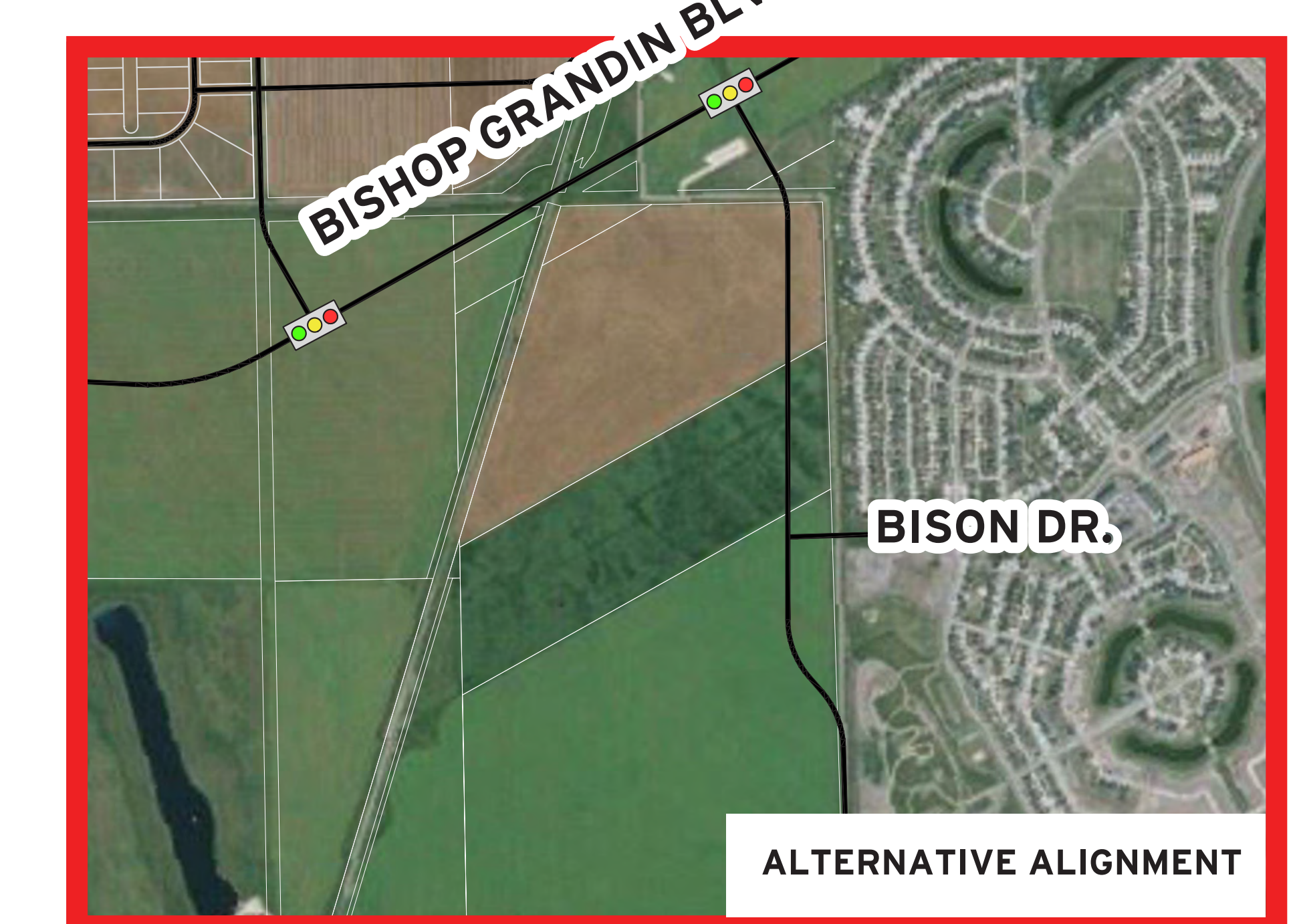
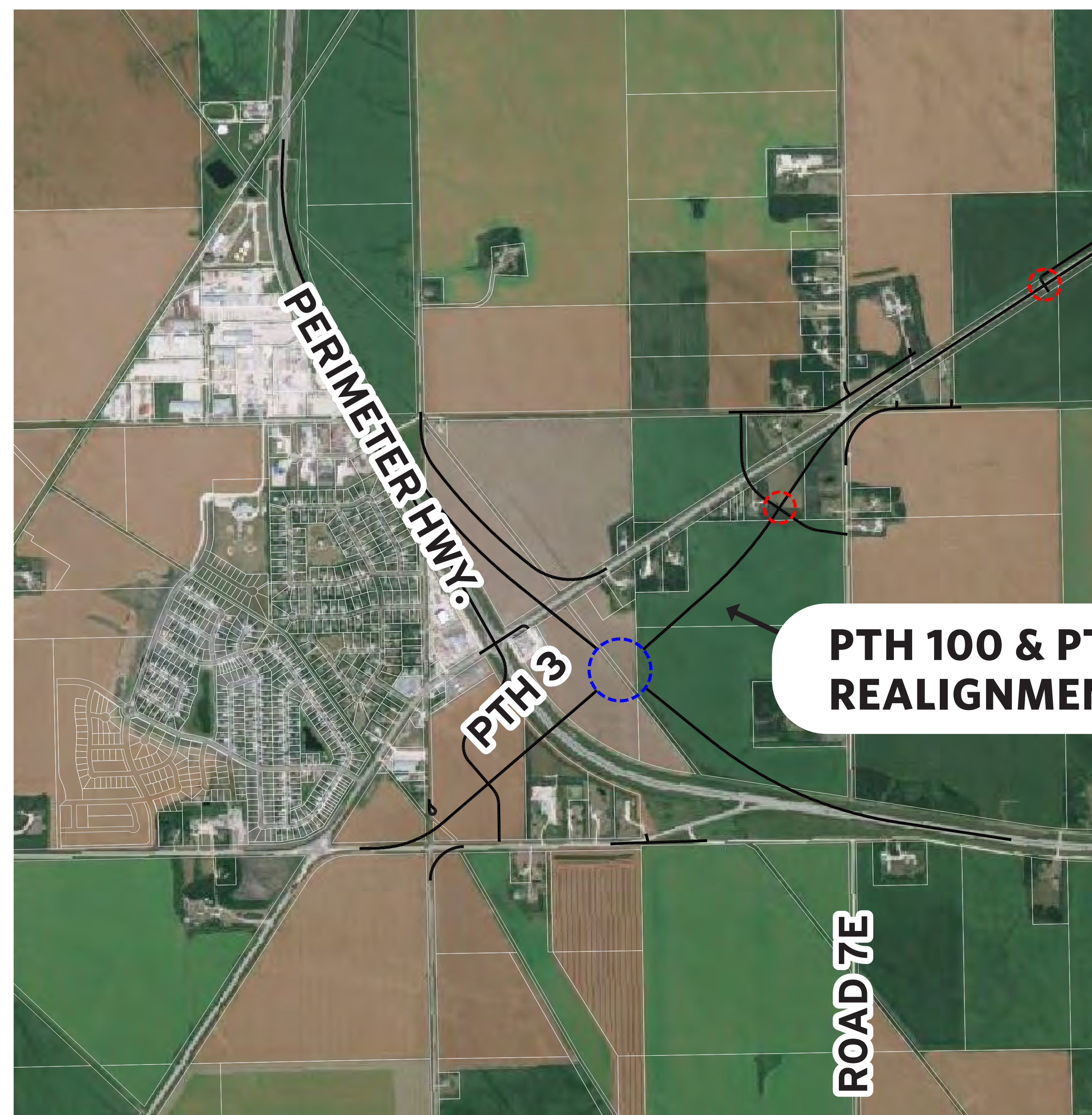
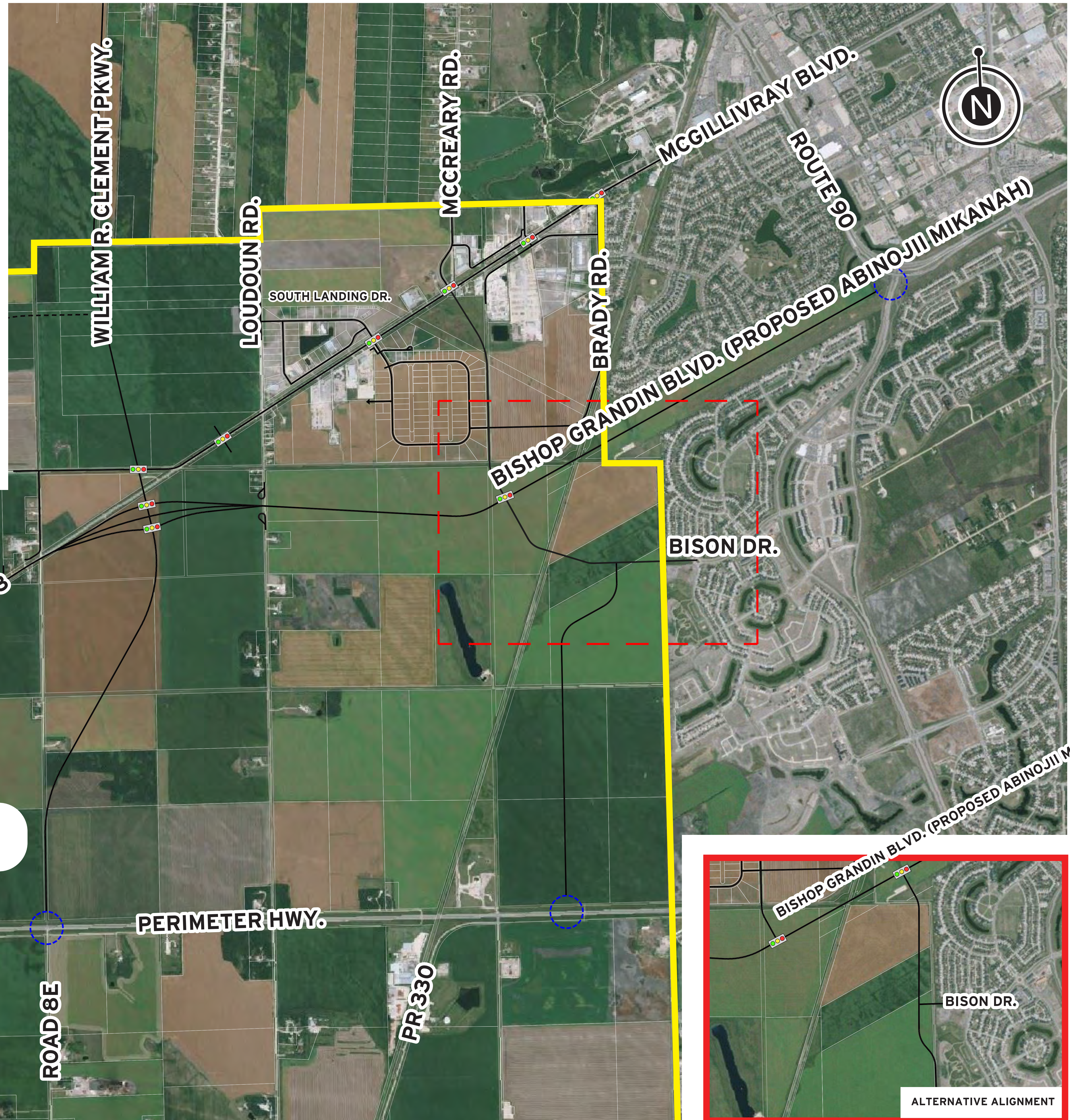
**PTH 100 & PTH 3  
REALIGNMENT**

**LEGEND:**

- |                         |  |                              |  |                    |  |
|-------------------------|--|------------------------------|--|--------------------|--|
| ROAD CONNECTION         |  | FUTURE ROAD CONNECTION       |  | MUNICIPAL BOUNDARY |  |
| CUL-DE-SAC              |  | FUTURE INTERCHANGE           |  |                    |  |
| SIGNALIZED INTERSECTION |  | STOP CONTROLLED INTERSECTION |  |                    |  |

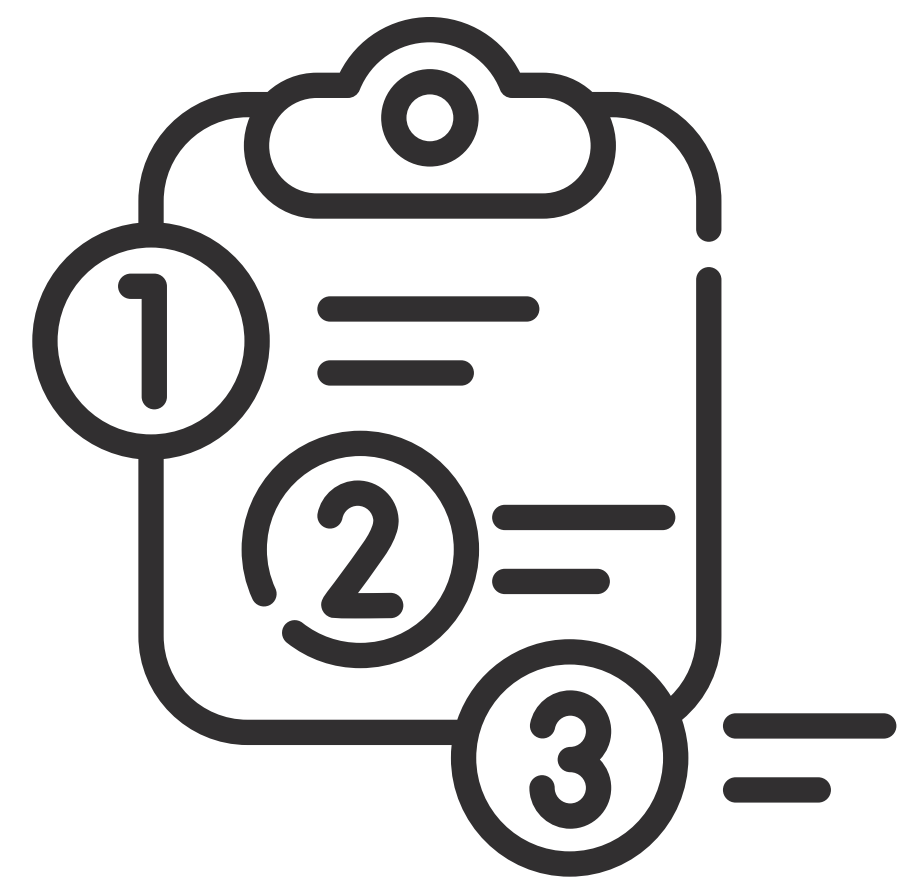
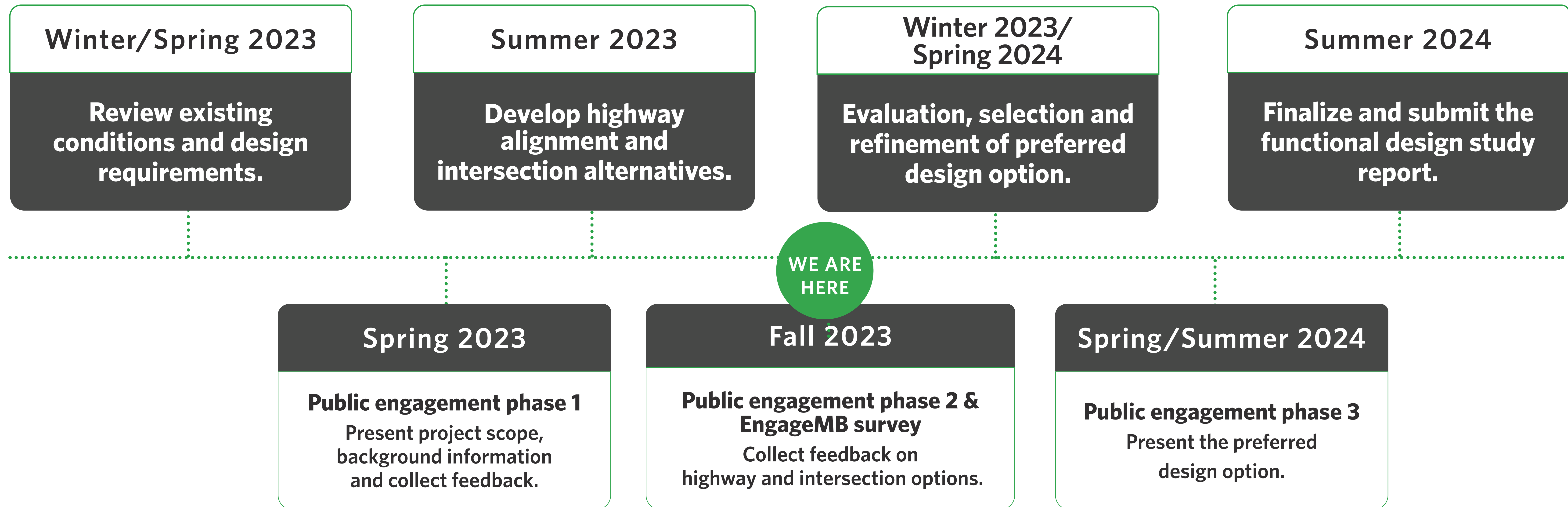
## Option 2B: Long Term

- PTH 3 will be a 4-lane divided roadway and will be realigned east of Road 8E to connect directly to Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Major intersections will be signalized.
- An interchange will be provided at the intersection with the extension of William R. Clement Pkwy/ Bishop Grandin Blvd. (proposed Abinojii Mikanah).
- Connections to PR 330 and Road 8E at the Perimeter Hwy (PTH 100) will be included.



LEGEND:

ROAD CONNECTION		FUTURE ROAD CONNECTION		MUNICIPAL BOUNDARY	
CUL-DE-SAC		FUTURE INTERCHANGE			
SIGNALIZED INTERSECTION		STOP CONTROLLED INTERSECTION			



**After completion of phase 2 engagement**, including EngageMB survey, the project team will evaluate the options and select the preferred highway alignment and intersection designs for PTH 3.

**Phase 3 engagement** will include presentation of the preferred highway alignment and intersection designs.

# Thank you

Thanks for participating in phase 2 engagement for the  
PTH 3 Functional Design Study.

**For additional information, please contact:**

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T: 204-259-1919