

Conceptual design study PTH 1E (5.0km west of PR 301 to the Ontario boundary)

Engagement round 2A
Winter 2025

Welcome

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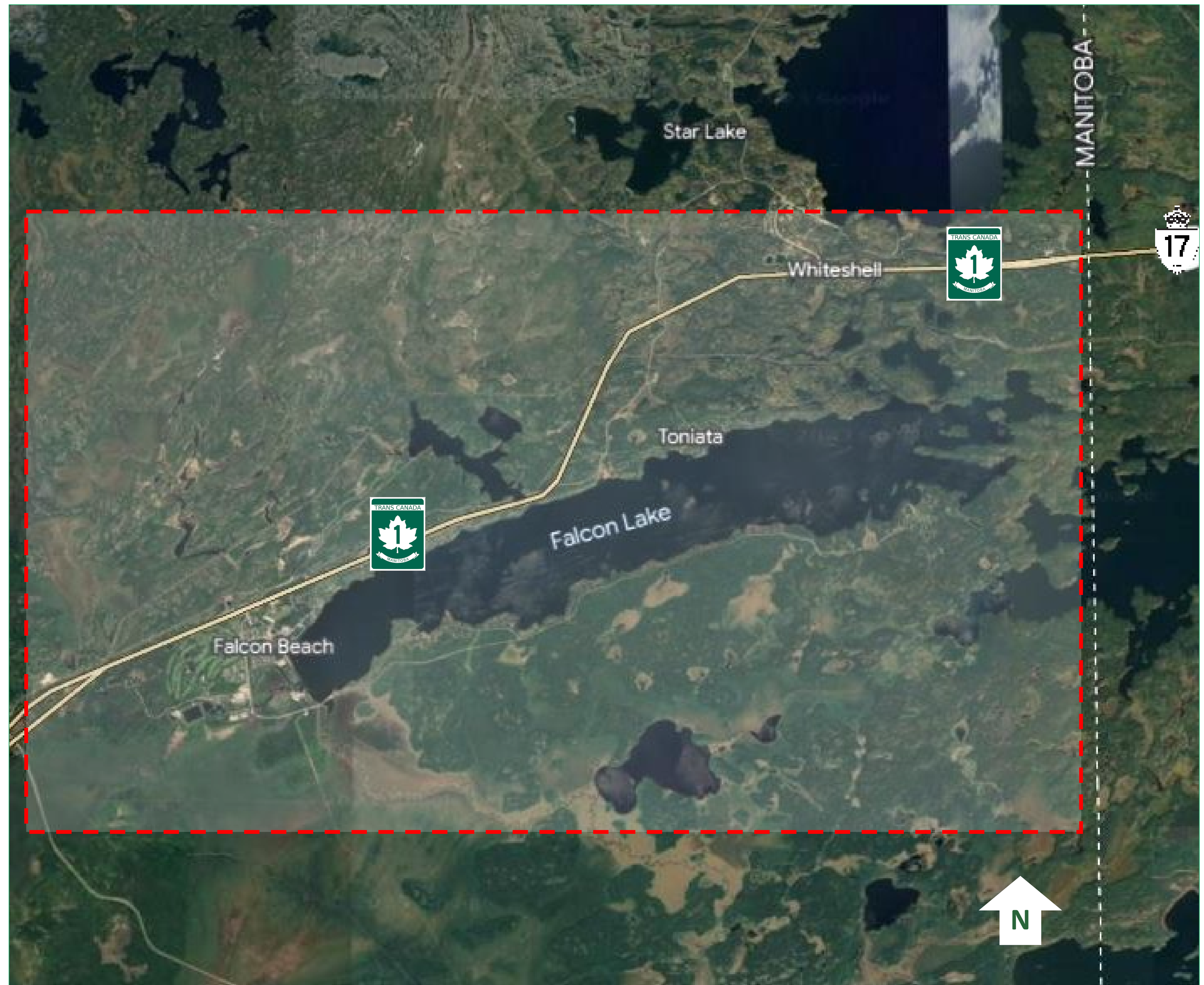
Thank you for participating in the PTH 1E Twinning Conceptual Design study.

The image at right illustrates the study area.

The following slides provide an overview of the study process and objectives.

The intent of this engagement is to:

- Share potential corridors and evaluation methodology;
- Offer an opportunity for Rights Holders, stakeholders, and the public to provide feedback on corridor alternatives;
- Share important details regarding the next steps for this project.

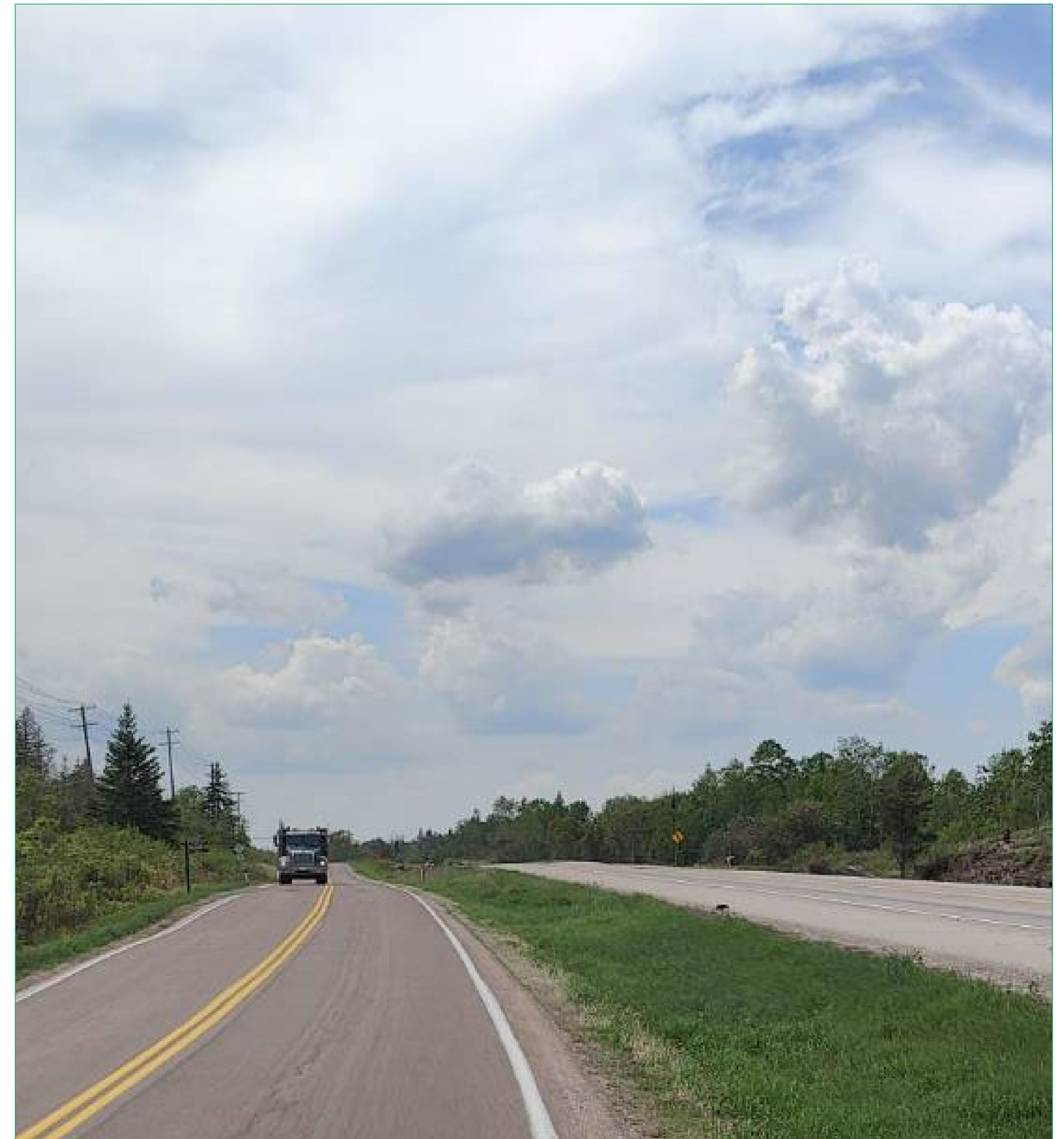


Background

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The objective of the project is to prepare a design concept to convert the highway from two lanes to four lanes from 5km west of PR 301 (Falcon Lake) to the Manitoba-Ontario boundary in order to:

- Improve highway safety and reliability;
- Complete the twinning of PTH 1 across Manitoba;
- Increase highway capacity for the busy summer travel season;
- Separate users of the Whiteshell Park from traffic on PTH 1;
- Improve the park experience for visitors; and
- Improve a key trade route.



Background

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- The Ministry of Transportation of Ontario (MTO) has started construction of the four-laning from the Manitoba-Ontario boundary to the Kenora Bypass, with completion of Phase One in Fall 2024.
- MTI prioritized twinning 700 metres of the highway nearest the boundary to align with Ontario's new four-lane highway. Preliminary work to twin the 700-metre segment began in June 2023 and was completed in Fall 2024.



Conceptual design study assignment

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The study assignment includes the following components:

- Determine the possible route corridor alignments.
- Replace or reconstruct existing interchanges at PR 301, PTH 44, and other locations.
- Determine access requirements at Hunt Lake, Lyons Lake, Barren Lake, Falcon Lake, and other locations (weigh scales, cottage developments, recreational sites).
- Potential access approaches may include access changes, realignments, flyovers, and grade separations, among others.

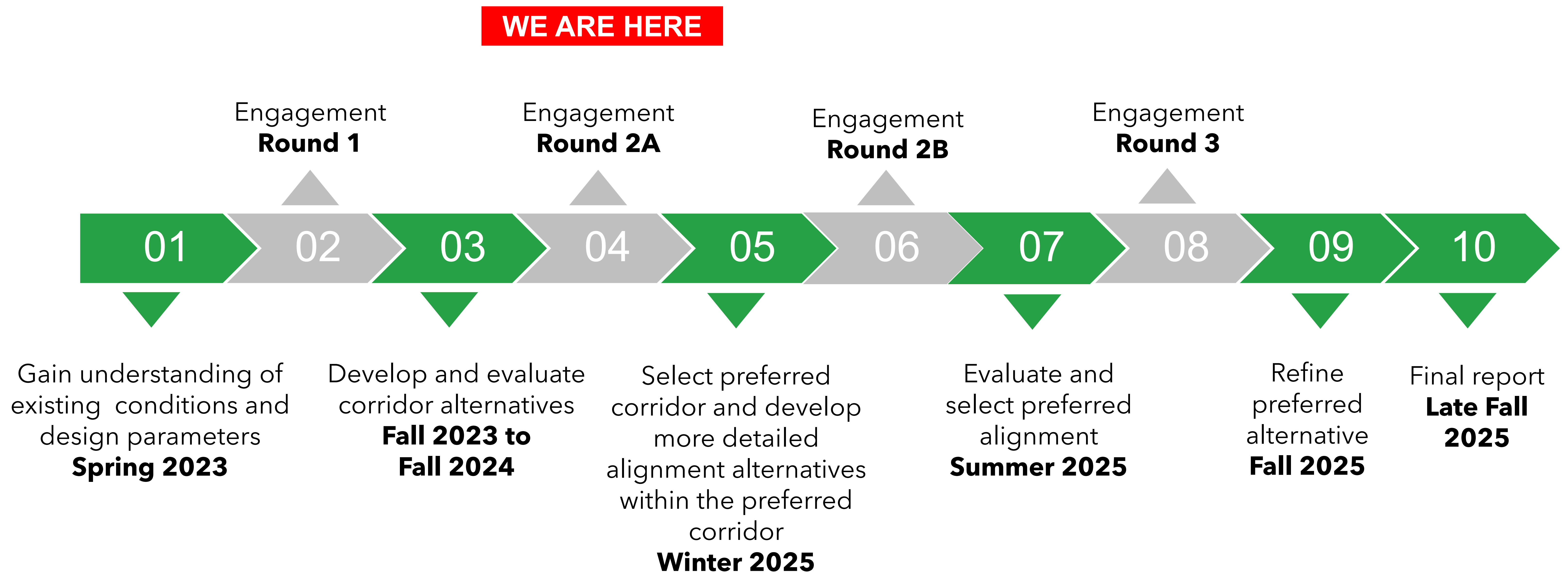
This study will take approximately three years to complete and no construction timeline has been determined.



Project process

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This slide illustrates the major steps and timing for this conceptual design study:



Study considerations

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The study team needs to consider these factors to provide a thorough review of conceptual design alternatives:

- Safety and collision history
- Environmental impacts
- Traditional knowledge
- Cultural or heritage considerations
- Local land use and access patterns
- Long term drainage plans and concepts
- Right-of-way requirements
- Active transportation needs or plans
- Summer and winter recreational uses
- Emergency access
- Wildlife
- Traffic projections
- Water crossings
- Utilities
- Weigh scale
- Other factors that may be identified through the engagement process



What we heard (Rights Holders)

MTI had meetings with a number of First Nation communities and the Manitoba Métis Federation between July 2023 and December 2024. These first meetings were to share project information. Comments offered by one or more communities and are considered important perspectives for the study team to carefully consider include:

- The importance of effectively engaging Indigenous communities;
- The need for meaningful consultation with Indigenous communities and governments;
- Indigenous communities have valuable knowledge to share during design and construction phases due to the awareness of the nature of their community sites;
- Concerns for heritage sites, wildlife, land, trees, vegetation, lakes/streams;
- Concerns for areas where Indigenous communities hunt, seek medicinal plants, harvest rice and cut pulp;
- Expressed interest in providing Traditional Knowledge Land Use and Occupancy (TKLUO) study;
- The importance of ceremonies; and
- Recognition and respect for Anishinaabe Laws, including the Manito Aki Inakonigaawin (Great Earth Law).

What we heard (Stakeholders)

At the first round of stakeholder engagement meetings in July 2023, some comments were offered by participants. Note that these are common themes offered by either one or more individuals or groups, and are considered important perspectives for the study team to carefully consider:

- Concern regarding potential new noise-related impacts;
- Desire for access continuity to Falcon Beach and cottage areas during and after construction;
- Environmental impacts, wildlife corridors, and boreal forest should be carefully assessed;
- Trap lines should be considered;
- Concern about trail network disruption;
- Concern about historic traffic volume increases;
- Provincial park and golf course impacts need to be considered;
- Consider a speed limit reduction;
- Complex soil conditions to the north of Barren Lake will need to be considered;
- Consider flooding risks of any alternative;
- Pipeline infrastructure exists in the area;
- Concern about property values and leasing impacts of any alternative;
- Questions about construction timeframes; and
- Questions about costs of any of the alternatives.

Study area map

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This image illustrates the project area:

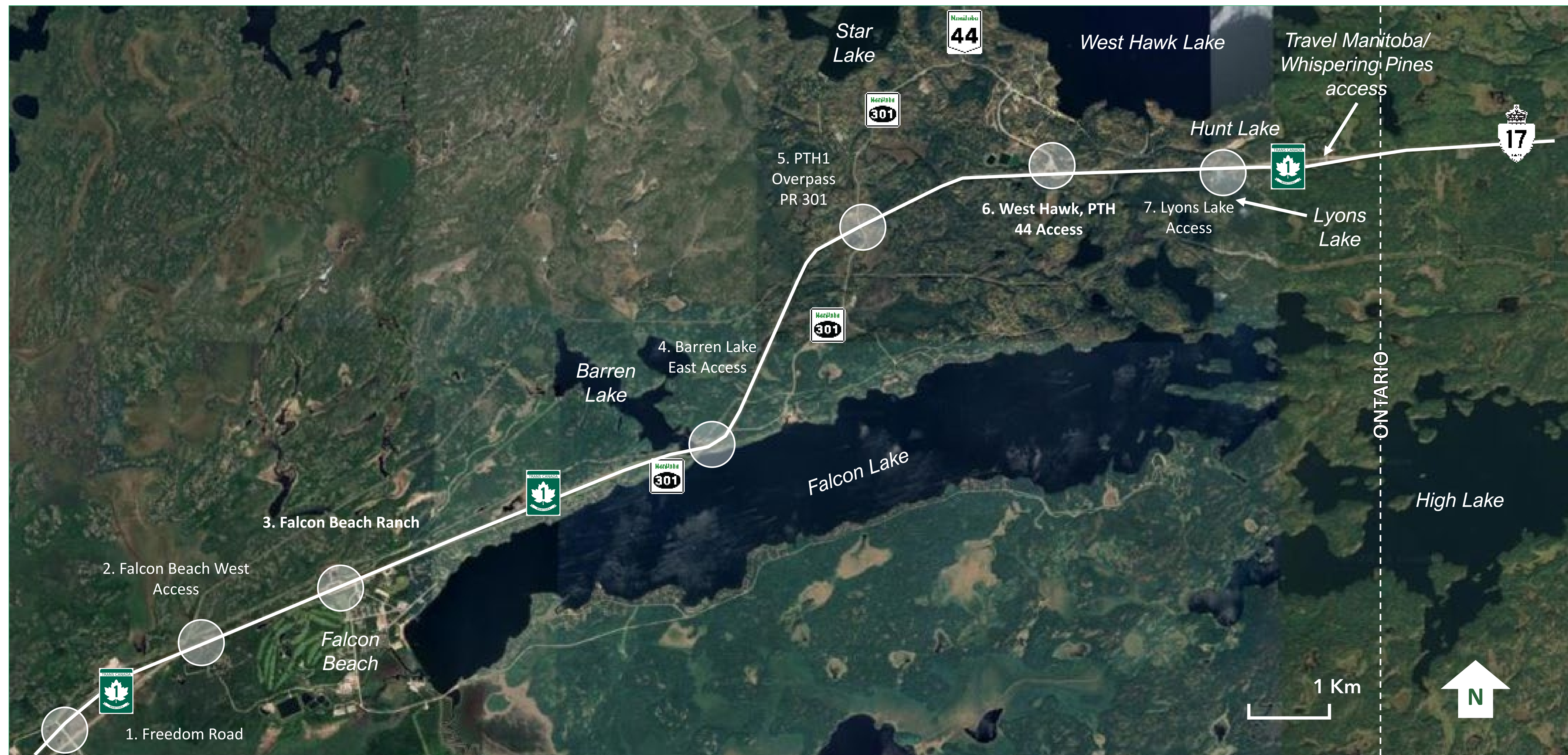


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Intersections assessment

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This image illustrates the seven key intersections of the project area:



Corridor alternatives

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- This slide illustrates six corridors for evaluation, each corridor has advantages and disadvantages that the study team is evaluating.
- Three of the corridors identified are deemed not viable as they do not connect to the twinning work Ontario completed on Highway 17.
- Once a preferred corridor is selected, the study team will begin to look at more detailed alignment alternatives within the corridor.

1) Reconfigure existing corridor

2) Northern corridor

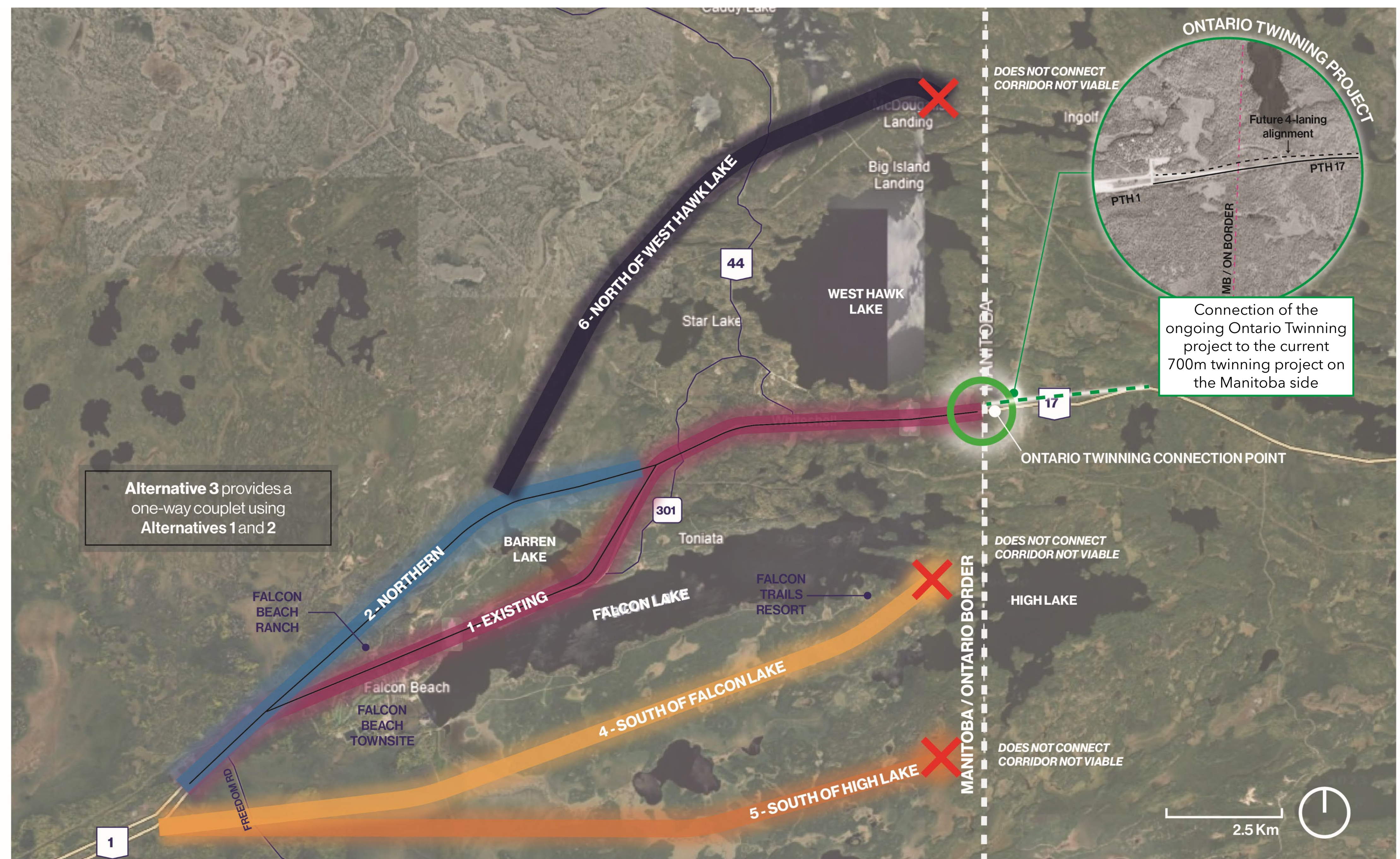
3) One-way couplet

(Uses corridor alternatives 1 and 2)

4) South of Falcon Lake

5) South of High Lake

6) North of West Hawk Lake



Corridor alternatives evaluation

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- This slide illustrates the many considerations provided to date for evaluating alternatives at a high level; all considerations are important.
- Rights Holders to complete TKLUO studies for considerations to be included.
- Other considerations can be added.

Social - Environmental

- Environmental impact to birds, fish, wildlife, vegetation, water quality/riparian areas, and wetlands
- Cultural and heritage impact
- Trade benefits
- Disruption to existing trails/AT network
- Climate impact/benefit
- Drainage impact/benefit
- Emergency response ability
- Traffic accommodation during construction
- Construction disruption to community
- Ongoing community disruption (noise, view, lights, etc.)
- Likelihood of acquisition/leases/mining claims
- Challenges with existing pipelines/utilities
- Disruption to trapline areas

Engineering

- Safety improvement
- Highway design standards
- Enhances PTH 1 uniformity across Canada (twinning)
- Increased capacity
- Reduction of congestion/increasing efficiency
- Separating park/highway users
- Creates route continuity locally and regionally
- Accommodating PTH 44 / PR 301 connections
- Minimizing road length
- Improvement of driver expectations
- Reducing geotechnical risk

Corridor alternatives evaluation

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The chart on the next slide shows all the corridor alternatives and relative advantages and disadvantages of each. After this evaluation of general corridor alternatives is completed, more specific road alignment alternatives will be identified within preferred corridors.

- Key topics raised as important by Rights Holders, stakeholders, and study team members are included.
- If a topic is missing, it can still be added to make sure it is properly considered.
- The alternatives that have the most green ratings are more preferred, while the alternatives that have more yellow and red ratings are less preferred by the study team.
- The selected alternative should be most effective for highway safety and efficiency but also give consideration to the other topics.
- Once all perspectives are properly understood, and sufficient due diligence is undertaken, a preferred alternative will be selected by Manitoba and advanced to a functional design stage.

Alternatives evaluation criteria

- This chart illustrates the relative strengths and weaknesses of each corridor alternative.
- The chart is a work in progress and further considerations are to be added.
- Leaving the highway as a two-lane facility has some advantages but does not meet the intent of the project (see Slide 4).
- Alternatives 4, 5 and 6 are routes that do not meet up with the Ontario twinning project already underway.

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PTH 1E TWINNING CDS Options Evaluation Criteria Working Draft		1		2	3	4	5	6	Interim
		Reconfigure Existing Corridor		Northern Corridor	One-Way Couplet	South of Falcon Lake	South of High Lake	North of West Hawk Lake	Leave as 2-lane
		a. On alignment	b. Over south part of Barren	North of Barren	Combines 1a/b and 2a/b	South of Falcon	South of High Lake	Uses part of 2a	And improve geometry/safety
Ties in with Ontario twinning project		Yes	Yes	Yes	Yes	No	No	No	Yes
Social - Environmental - Other	Factors identified by Indigenous interests								
	Factors identified by Indigenous interests								
	Factors identified by Indigenous interests								
	Factors identified by Indigenous interests								
	Factors identified by Indigenous interests								
	Factors raised by other interests								
	Factors raised by other interests								
	Factors raised by other interests								
	Improves trade	Yes	Yes	Yes	Yes	Yes	Yes	Longer	No Change
	Environmental Impact - Birds	Least	Least	Moderate	Least	Most	Most	Most	Least
	Environmental Impact - Fish	Least	Moderate	Least	Least	Most	Most	Most	Least
	Environmental Impact - Wildlife	Least	Least	Moderate	Least	Most	Most	Most	Least
	Environmental Impact - Vegetation	Least	Least	Moderate	Least	Most	Most	Most	Least
	Environmental Impact - Water quality/riparian	Least	Moderate	Moderate	Moderate	Most	Most	Most	Least
	Environmental Impact - Wetlands	Moderate	Most	Most	Most	Most	Most	Most	Moderate
	Climate Impact	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Most	Least
	Cultural and Heritage Impact	Most potential	Most Potential	Most Potential	Most Potential	Most Potential	Some potential	Most Potential	Least potential
	Drainage Impacts	Moderate	Most	Most	Most	Most	Most	Most	Least
	Accommodates emergency response	Best	Best	Best	OK	Best	Best	Best	OK
	Traffic accommodation during construction	OK	OK	Best	OK	Best	Best	Best	Difficult
	Construction disruption to community	Most	Most	Moderate	Moderate	Moderate	Moderate	Moderate	Most
	Ongoing community disruption (noise, view, light, etc.)	Some	Some	Some	Some	Some	Some	Some	Some
	Likelihood of acquisition/leases/mining claims	Highest	Highest	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
	Disruption to existing trail/AT network	Moderate	Moderate	Most	Most	Most	Moderate	Most	Moderate
	Challenges with existing pipelines/utilities	Most	Most	Most	Most	Some	Some	Most	Some
	Disruption to trapline Areas	Some	Most Potential	Most Potential	Most Potential	Most Potential	Most Potential	Most Potential	Least potential
	Opportunity to improve local businesses	Best	Best	Some	Least	Least	Least	Least	Best
Engineering	Improves safety	Most	Most	Most	Somewhat	Most	Most	Most	Least
	Allows for highway design standards to be met	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Not as good
	Enhances PTH 1 uniformity across Canada (twinning)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Allows for increased capacity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Reduces congestion/increases efficiency	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Separates park/highway users	Poor	Poor	Better	Poor	Best	Best	Poor	Poor
	Continuity / directness - local	Good	Good	Good	Good	Good	Good	Good	Good
	Continuity / directness - regional	Good	Good	Good	Good	Good	Good	OK	OK
	PTH 44/ PR 301 connectivity	Best	Best	Best	Best	Poor	Poor	Better	Best
	Risks associated with unknowns	Moderate	Higher	Moderate	Moderate	Higher	Higher	Higher	Lower
	Conserves materials	Moderate	Moderate	Poor	Moderate	Poor	Poor	Poor	Best
	Length of road to be built	Least	Least	Least	Moderate	Least	Most	Most	Least
	Improves driver expectations	Somewhat	Somewhat	Somewhat	Somewhat	Yes	Yes	Yes	Best
	Geotechnical risk	Moderate	Moderate	Highest	Highest	Highest	Highest	Highest	Highest
	Washout risk/operational reliability								
	Accommodates future interchanges	OK	OK	OK	OK	Best	Best	Best	Not as good
	Other								
	Other								
	Other								
Cost	Probable Cost Comparison	Moderate	Higher	Moderate	Moderate	Higher	Higher	Higher	Lower

Next steps

- **Please complete the survey questions** to provide feedback on the viable corridor alternatives, and factors for consideration in the evaluation of the corridor alternatives.
- **After completion of phase 2A engagement**, the project team will begin to look at more detailed alignment options within the corridor.
- A **What We Heard** report summarizing the feedback received will be posted on the EngageMB site.
- **Phase 2B engagement meetings** will be conducted in the coming months and will include more detailed alignment alternatives within the preferred corridor.

Thank you

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