

Functional Design for PTH 1 and PTH 5 Intersection Improvements – Round 2B

Project Overview

The Functional Design for PTH 1 and PTH 5 Intersection Improvements ('the project') is located at the intersection of Provincial Trunk Highway 1 (PTH 1) and Provincial Trunk Highway 5 (PTH 5). PTH 1 is part of the National Highway System that facilitates interprovincial trade and travel, while PTH 5 provides a link between the major east-west provincial roadways running through the region. In June of 2023, this intersection was the site of a significant collision that resulted in the loss of 17 lives and impacts to many others. There have been subsequent collisions since this time.

The Manitoba government is focused on supporting those affected by the collision and identifying preventative measures to avoid reoccurrence. Manitoba Transportation and Infrastructure (MTI) has engaged WSP and Landmark Planning & Design Inc. (Landmark) to review the study area, illustrated in Figure 1, from an engineering, design, and safety perspective.



Figure 1: Project Study Area

The role of Landmark is to engage potentially impacted Rights Holders, stakeholders, and the general public to communicate project information, listen to individual perspectives and to effectively integrate those perspectives into the evaluation process.

Feedback from these interactions is reviewed in a team setting and at key milestones in order to help ensure all perspectives and knowledge are incorporated into the study process and recommendations.

Engagement Overview

Round 1 Engagement Summary

Landmark led a series of initial Rights Holder, stakeholder, and public engagement meetings in June and July 2024.

The objective of Round 1 was to identify and meet with potentially impacted Rights Holders and stakeholders, as well as members of the general public to communicate project information and gain feedback, particularly as it related to potential impacts, issues or concerns that the project team should consider while identifying and developing alternatives. Feedback gained during Round 1 of the engagement process was used to evaluate preliminary conceptual design alternatives for the PTH 1 and PTH 5 intersection.

Round 2A Engagement Summary

Landmark led a comprehensive engagement process for Round 2A meetings in November 2024. A series of Rights Holder, stakeholder, and public engagement meetings were key components of the engagement process.

The objective of Round 2A was to provide project updates, offer an opportunity for participants to better understand project alternatives, share a preliminary evaluation of alternatives, gain feedback, and share important details regarding the next steps for the project. Feedback gained during Round 2A of the engagement process was used to further evaluate the design alternatives for the PTH 1 and PTH 5 intersection.

Round 2B Engagement Objectives

A series of Rights Holder, stakeholder, and public engagement meetings were led by Landmark in March 2025 for Round 2B of the PTH 1 and PTH 5 Functional Design Project.

The objective of Round 2B was to provide project updates, share shortlisted alternatives (including how they work and how they improve safety), share further evaluation of intersection alternatives, and share important details regarding the next steps for this project.

Round 2B Engagement Meeting Invitations

Prior to the commencement of the engagement program, Landmark held a project initiation meeting with WSP and MTI. At the meeting, the project team confirmed the preliminary list of Rights Holders and stakeholders with potential interests. The following identified Rights Holders

and stakeholders were invited to participate in Round 1, Round 2A, and Round 2B engagement meetings.

MTI identified the following Rights Holders:

- Swan Lake First Nation
- The Manitoba Métis Federation (MMF)

The project team identified the following stakeholder groups:

- Municipality of North Cypress-Langford
- Town of Carberry
- Impacted families and communities of the June 2023 collision
- Adjacent landowners (including the Manitoba Crop Diversification Centre, Robin's Nest Motel and café, and McCain Foods Limited)
- Carberry North Cypress-Langford Fire & Rescue
- RCMP Carberry Detachment
- RCMP Dauphin Detachment
- Carberry Health Centre
- Carberry & District Chamber of Commerce
- Prairie Mountain Health EMS (Ambulance)
- Beautiful Plains School Division
- Carberry Collegiate
- R J Waugh Elementary School
- Manitoba Trucking Association
- Snoman (Snowmobilers of Manitoba) Inc.
- Trails Manitoba
- General public
- Others, as identified

Round 2B Engagement Meetings

Interactive Meetings

Rights Holder and stakeholder meetings were targeted towards Rights Holder or stakeholder groups and held either virtually or in-person. At each meeting, there was a presentation from the project team, followed by a Question and Answer (Q&A) period where Rights Holders and stakeholders were provided an opportunity to ask questions, and share any comments, concerns, or feedback. The following Round 2B Rights Holder and stakeholder engagement meetings were held remotely via Microsoft Teams.

Round 2B Rights Holder meetings:

- Manitoba Métis Federation – March 20th, 2025, at 11:00 AM (virtual)

Round 2B Stakeholder meetings:

- Municipality of North Cypress-Langford – March 10th, 2025, at 1:30 PM (virtual)

- Town of Carberry – March 11th, 2025, at 2:00 PM (virtual)
- Key stakeholder groups (Carberry Collegiate, Trails Manitoba, Snoman) and family members– March 20th, 2025, at 1:30 PM (virtual)
- Adjacent Landowners Meeting 1 – March 20th, 2025, at 12:00PM (virtual)
- Adjacent Landowners Meeting 2 – March 20th, 2025, at 4:00 PM (virtual)

Families of the victims of the June 2023 collision were contacted at an early stage of the project in order to inquire about their preferred level of involvement in the project. Landmark worked with an RCMP representative and a representative from the families of victims to establish contact and communicate with the group of families. Only one family member elected to attend the Round 2B key stakeholder groups and family members meeting. Remaining family members elected not to attend, but to follow the project remotely via general project updates.

Public Open House

The project team hosted a presentation-style meeting for the general public to attend on March 24th, 2025, at 6:00 PM at Carberry Collegiate in Carberry.

The presentation was followed by a Question and Answer (Q&A) period where meeting attendees were provided an opportunity to ask questions, and share any comments, concerns, or feedback.

After the Q&A period ended, project team members from Landmark, MTI, and WSP, were available to answer additional questions from attendees. The project team provided paper copies of a comment sheet for attendees to fill out, as well as a link to an online comment sheet for questions, comments, or concerns.

Stakeholder Inquiries

Landmark answered subsequent phone and email inquiries and addressed potential concerns from Rights Holders, stakeholders, and the general public throughout rounds 1, 2A, and 2B of engagement. Correspondences were recorded by Landmark.

Formal letters were received from Spud Plains Farms Ltd. and the Manitoba Trucking Association. The comments were summarized as follows:

Spud Plains Farms Ltd.

- Concern regarding the amount of time required for heavy trucks to accelerate and decelerate and merge over two lanes of high-speed traffic to achieve north/south crossing using the RCUT intersection.
- Concern that low visibility conditions such as fog, heavy rain, or snow would make crossing the RCUT intersection more challenging. Comment that the widened median intersection alternative would allow drivers to pause between directional lane crossings, helping to mitigate visibility-related challenges.
- Concern that snow clearing and general maintenance of the RCUT intersection alternative could be challenging due to the additional lanes and U-turns.

- Concern that the estimated north/south crossing time of 4 minutes (depending on conditions) through the RCUT intersection alternative would be a hardship for current and future residents.
- Concern that the proposed median closures, particularly the median crossing one mile west, which is heavily used during seeding and harvest, would increase the agricultural equipment traffic at the PTH 1 and PTH 5 intersection.
- Comment that they feel like the widened median intersection alternative would be the most practical.
- Comment that driver education would be less important with the widened median intersection alternative.
- Comment that the widened median intersection alternative would require less fuel to be used [as they feel like it would be faster], making it more environmentally friendly than the RCUT intersection alternative.
- Suggestion to ensure a widened median intersection would have adequate lighting and signage in the median.
- Suggestion to focus traffic monitoring on the harvest period (mid-August until mid-October) when north-south agricultural equipment traffic increases.

Manitoba Trucking Association

- Suggestions for the project team regarding the design of the RCUT intersection:
 - Comment that the U-turn must be able to accommodate the length of long combination vehicles (LCVs) and that the median of PTH 1 would need to be widened and realigned in the proposed RCUT design.
 - Comment that the U-turn median crossings would need to be placed several hundred metres from the current intersection to allow for acceleration and deceleration lanes that are long enough to accommodate fully loaded RTAC-compliant vehicles.
 - Concern regarding driver expectations for through-traffic on PTH 1.
- Concern about the evaluation methodology

What We Heard

Round 2B Interactive Meetings

At each interactive meeting, Rights Holders and stakeholders were invited to ask questions, and share any comments concerns, or feedback. A feedback summary is outlined below for each of the targeted meetings.

Manitoba Métis Federation Meeting

The Manitoba Métis Federation (MMF) provided feedback on the progression of the PTH 1 and PTH 5 Intersection Improvements project. The meeting was attended by one (1) MMF representative. The following messages/remarks were provided:

- Positive support for the clarity of the Round 2B presentation
- Comment that the project engagement process is working well for MMF to date.
- Indication that MMF's potential interests for this project relate mostly to land use.
- Question whether the land subject to acquisition is privately owned.
- Suggestion to consider the entire highway network with regard to implementing the RCUT intersection across Manitoba.
- Suggestion to seek out tools to make the highway network safer and improve driver education.

Municipality of North Cypress-Langford Meeting

The Municipality of North Cypress-Langford provided feedback on the progression of the PTH 1 and PTH 5 Intersection Improvements project and shared concerns and suggestions to be taken into consideration by the project team. The meeting was attended by five (5) people. The following comments were provided:

- Concerns regarding the proposed mile road median closures.
 - Concern that drivers needing to cross PTH 1 would have to travel approximately 4 miles to access the next closest roads east and west of the PTH 1 and PTH 5 intersection.
 - Comment that the next closest roads east and west of the PTH 1 and PTH 5 intersection are negatively affected by the railway to the west and poor terrain to the east.
- Concern that the RCUT intersection alternative could result in more collisions due to the speed differential between agricultural equipment and other vehicles.
- Request to know how often agricultural equipment uses the RCUT intersection located in Saskatchewan.
- Suggestion that the RCUT intersection examples located in the United States may not be applicable to Manitoba due to our weather conditions and requirements for snow removal.
- Comment that the frequency of snow removal at the current PTH 1 and PTH 5 intersection is insufficient. Concern that there might not be enough staff to address snow removal at the improved intersection.

Town of Carberry Meeting

The Town of Carberry provided feedback on the progression of the PTH 1 and PTH 5 Intersection Improvements project and shared concerns and suggestions to be taken into consideration by the project team. The meeting was attended by four (4) people. The following comments were provided:

- Comment that the presentation materials are clear and thorough.
- Comment that they feel like the project team may be leaning towards the RCUT intersection alternative.
- Question whether any of the proposed intersection alternatives would consider speed reductions.

- Comment that a speed of 110 kilometres per hour through the RCUT intersection alternative seems to be too fast. Suggestion to consider a speed of 80 kilometres per hour.
- Suggestion to consider the rate at which heavy vehicles accelerate when designing the deacceleration and acceleration lanes for the RCUT intersection alternative.
- Question on how the median closures east and west of the PTH 1 and PTH 5 intersection would be demarcated.
- Concern that people may drive through the ditch to access PTH 1 if the medians east and west of the PTH 1 and PTH 5 intersection were to be closed.
- Question whether the RCUT intersection alternative would have proper overhead signage.
- Question whether vehicles will be able to see oncoming traffic when merging from the left when using the RCUT intersection alternative.
- Concern regarding the maintenance and snow clearance of the RCUT intersection alternative during the winter.
- Comment that stakeholders may suggest implementing a service road on the north side of PTH 1.

Key Stakeholders and Family Members Meeting

Key stakeholders and family members (2023 Collision) provided feedback on the progression of the PTH 1 and PTH 5 Intersection Improvements project and shared concerns and suggestions to be taken into consideration by the project team. The meeting was attended by five (5) people representing family members, Carberry Collegiate, Snoman, and Trails Manitoba. The following comments were provided:

- Comments that the in-depth engagement process is appreciated.
- Comments that all three intersection alternatives being considered would improve conditions at the existing PTH 1 and PTH 5 intersection.
- Comments that existing trails (snowmobile trail and Trans Canada Trail) can be easily moved to align with any of the presented intersection alternatives.
- Comment that the snowmobile trail would need to be moved further south of its current position.
- Comment that the proposed median closures would mean that the Trans Canada Trail will have to be relocated further from the area, as the conditions along PTH 5 would not be ideal for active transportation.
- Concerns about school busses travelling on PTH 1 because of large vehicles not being able to fit in the existing PTH 1 and PTH 5 intersection median.
- Comment that it was helpful to see the animation of the RCUT intersection alternative to understand how this intersection would work and what the flow of traffic would look like.
- Comment that the RCUT intersection alternative seems to be the safest overall.
- Question whether the existing memorial crosses established at the southeast corner of the intersection will be removed or replaced.
- Suggestion to incorporate a moment of silence for those affected by the June 2023 collision before construction takes place.

Adjacent Landowners Meeting #1

Adjacent landowners provided feedback on the progression of the PTH 1 and PTH 5 Intersection Improvements project and how their land or business could be affected. Participants shared concerns and suggestions for consideration by the project team. This meeting was attended by three (3) people [landowners at the northeast, northwest, and southwest of the intersection]. The following comments were provided:

- Question whether there would be a stop sign in the U-turn of the RCUT when turning left from PTH 1 onto PTH 5.
- Questions regarding the approximate amount of land acquisition associated with the split and widened intersection alternatives.
- Questions regarding the land acquisition process and compensation.
- Concern that the property acquisition associated with all three intersection alternatives will result in the loss of agricultural crops.
- Question regarding the construction cost of all three proposed intersection alternatives.
- Question why the need to merge across lanes was not considered when determining the risk (specifically the additional conflict points) for the RCUT intersection alternative.
- Comment that they feel like the project team did not consider adjacent landowners' feedback from the Round 2A meeting.
- Concerns regarding the proposed service road extensions associated with all three intersection alternatives, specifically related to the existence and relocation of the south service road.
 - Question why the service roads need to be extended for all intersection alternatives.
 - Question whether there have been collisions associated with the existing service road.
 - Question whether it would be possible to eliminate the service roads entirely.
 - Comment that the service roads would become useless if the medians to the east and west of the PTH 1 and PTH 5 intersection are closed.
 - Comment that adjacent landowners seem to use the southeast service road more than the southwest service road.
 - Concern that the new service road will be closer to existing homes and yards, increasing the proximity of garbage and litter.
 - Concern that the irrigation system bought to fit the southwest corner of the PTH 1 and PTH 5 intersection would no longer fit due to the proposed service road extension.

Adjacent Landowners Meeting #2

Adjacent landowners provided feedback on the progression of the PTH 1 and PTH 5 Intersection Improvements project and how their land or business could be affected. Participants shared concerns and suggestions for consideration by the project team. This meeting was attended by four (4) people [landowners at the southeast of the intersection]. The following comments were provided:

- Concerns regarding the proposed service road extensions associated with all three intersection alternatives.
 - Question why the existing service roads could not be repurposed.
 - Concern that the proposed service road extensions would make it difficult to exit their yard. Comment that they already have to wait until it is safe to exit.
 - Question regarding the length of the proposed service road extension.
 - Comment that changing access to the service road would be inconvenient.
 - Comment that there was a plan in the 1970s for a PTH 1 and PTH 5 intersection improvement.
 - Suggestion to eliminate the south service road entirely.
- Comment that closing the mile roads east and west of the PTH 1 and PTH 5 intersection could bring more traffic to the intersection.
- Suggestions to implement a signalized intersection in order to slow drivers down in the area.
- Suggestion to reduce the speed to 60 kilometres per hour on PTH 1.
- Concern that agricultural equipment would not be able to complete the U-Turn movement associated with the RCUT intersection alternative.
- Concern that the RCUT intersection alternative appears to create three intersections where drivers need to worry about conflict points.

Public Open House Event

A Public Open House was held on March 24th, 2024, at Carberry Collegiate, in Carberry, Manitoba and was attended by 65 people.

Question and Answer Period

The Project team delivered a presentation to the meeting attendees. The presentation was followed by a Question and Answer (Q&A) period where meeting attendees were provided an opportunity to ask questions, and share any comments, concerns, or feedback related to the project. Comments provided by meeting attendees are summarized as follows:

- Suggestion to consider sun position and seasonal changes when analyzing the three intersection alternatives.
- Suggestion to consider semi-trucks and school busses when designing the three intersection alternatives.
- Suggestion to decrease the PTH 1 and PTH 5 intersection speed to 80 kilometres an hour.
- Question whether any of the three proposed intersection alternatives will make the PTH 1 and PTH 5 intersection safer.
- Question whether there will be room within the proposed intersection alternatives for drivers to pull to the side and let emergency vehicles through.
- Questions related to the project team's traffic study process.
- Question whether a lighting plan will be put into place to increase visibility.
- Question why the proposed intersection alternatives show an extension of the service road.
- Question whether the U-Turns within the RCUT intersection alternative would need to be wider in order to accommodate B-trains.

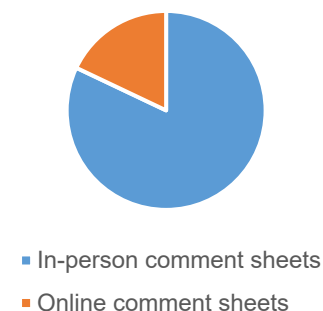
- Question whether the RCUT intersection alternative would have a reduced speed limit.
- Question how many RCUT intersections are currently in use throughout Manitoba.
- Question why RCUT intersections have not yet been implemented in Manitoba.
- Question where the Saskatchewan RCUT intersection is located.
- Question whether the Saskatchewan RCUT intersection has similar traffic types and patterns as the PTH 1 and PTH 5 intersection.
- Question why the project team is no longer considering a signalized intersection alternative.
- Question why the project team is no longer considering the offset-T intersection alternative.
- Question why the project team is no longer considering a roundabout intersection alternative.
- Questions and concerns relating to the number and severity of conflict points associated with the different intersection alternatives.
 - Question why some of the conflict points for the RCUT intersection alternative are yellow or green if the speed will not be reduced.
 - Question whether an additional 6 green conflict points to the RCUT intersection alternative should be added in order to represent the lane changes and merges required to travel through the intersection.
- Questions and concerns relating to the traffic operational analysis of the different intersection alternatives.
- Questions clarifying the difference between 'travel time' and 'travel time difference' within the traffic operational analysis.
- Concerns regarding how many lane changes and merges would be required to travel through the RCUT intersection alternative.
- Concern that the RCUT intersection may be difficult to maintain in the winter.
- Concern that elderly and young people may find the RCUT intersection confusing to navigate.

Comment Sheets

A comment sheet was made available to provide additional feedback to the project team both in print format at the in-person event, as well as available online. A total of 39 comment sheets were received. The majority of comment sheets were received in person as opposed to online.

In-person comment sheets	32
Online comment sheets	7
Total	39

Comment Sheet Types



Question 1: Interest in Project

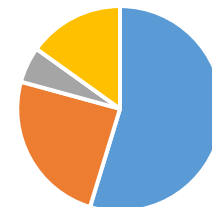
Participants were asked to indicate their interest in the project and provided the following responses¹. The majority of respondents identified as residents or landowners in the area. A smaller number identified as business owners, while eight (8) respondents indicated that they had other interests in the project.

A resident in the area	29
A landowner in the area	13
A business owner in the area	3
Other	8

Of the eight (8) respondents who selected 'Other,' responses included:

- I drive through the intersection (2)
- I have family in the area (2)
- I live nearby (2)
- Did not specify (2)

Interest in the Project



- A resident in the area
- A landowner in the area
- A business owner in the area
- Other

Question 2: Area of Interest

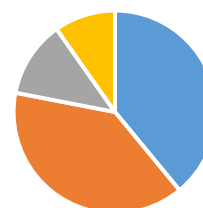
Participants were asked to indicate which area affected by the project they are specifically interested in and provided the following responses². A notable majority (78%) of respondents expressed interest in the project's impact on the Municipality of North Cypress-Langford or the Town of Carberry. Other respondents indicated an interest in Brandon and other locations within Manitoba.

Town of Carberry	16
Municipality of North Cypress-Langford	16
City of Brandon	4
Other	5

Of the five (5) respondents who selected 'Other,' responses included:

- Neepawa, Manitoba (2)
- Border of North Cypress and Elton (1)
- Vita, Manitoba (1)
- I was raised 2-miles west of the PTH 1 and PTH 5 intersection (1)

Area of Interest



- Town of Carberry
- Municipality of North Cypress-Langford
- City of Brandon
- Other

¹ Respondents were able to select more than one answer.

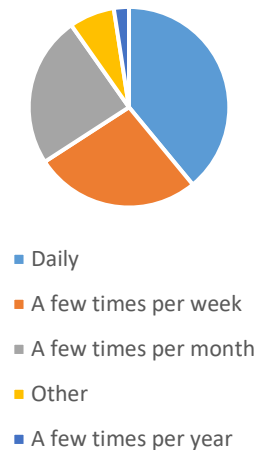
² Respondents were able to select more than one answer.

Question 3: Frequency of Travel

When asked “How often do you travel through the PTH 1 and 5 intersection”, respondents provided the following responses. A notable majority of respondents were frequent users of the intersection, although some were occasional users.

Daily	16
A few times per week	10
A few times per month	8
A few times per year	1
Other	3
No response	1

Frequency of Travel



Of the three (3) respondents who selected ‘Other,’ responses included:

- Twice daily (1)
- Every time I am in the area (1)
- Used to travel the intersection frequently in the 1950s (1)

Question 4: Previous Meeting Attendance

Participants were asked to indicate whether they had attended a previous project meeting in July 2024 and provided the following responses. Slightly over half of the respondents indicated that they had attended the previous project meeting (55%), while the remaining 45% had not.

Yes	21
No	17
No response	1

Previous Meeting Attendance



Question 5: Impacts of Intersection Improvement Types

Participants were provided with the list of three intersection improvement alternatives for the PTH 1 and 5 intersection included in the presentation:

- Widened Median Intersection
- Split Intersection
- RCUT – Reduced Conflict Turn

Participants were asked if they see themselves or their organization positively or negatively impacted by any of the intersection improvement alternatives.

Intersection Alternatives

A number of respondents provided commentary on the intersection alternatives. Intersection types received the following responses:

RCUT Intersection

A total of fifteen (15) respondents indicated that they would be negatively impacted by the RCUT intersection alternative for the PTH 1 and 5 intersection. Respondent comments are summarized as follows:

- Concerns that the RCUT intersection alternative would increase travel times.
- Concerns that the RCUT intersection alternative would increase the likelihood of collisions due to the number of merges and lane changes required.
- Concerns that it would be difficult to merge or change lanes at a high speed while travelling through the RCUT intersection alternative.
- Concerns about the speed differential that would be created while travelling north through the RCUT intersection due to the need to accelerate and deaccelerate multiple times.
- Concerns that the RCUT intersection alternative would decrease visibility at the PTH 1 and PTH 5 intersection.
- Concerns that the RCUT intersection alternative would increase agricultural and vehicular traffic at the PTH 1 and PTH 5 intersection.
- Concern that traffic issues appear to be taking prioritization over farmer's quality of life in the decision-making process.
- Comment that residents in the area do not prefer this intersection alternative.
- Comment that seniors in the area would likely be uncomfortable with the additional U-Turns and merges associated with the RCUT intersection alternative.
- Comment that the RCUT intersection alternative would be too difficult for semi-trucks, emergency vehicles, agricultural equipment, and other large vehicles to navigate.
- Comments that drivers would need extensive education before using the RCUT intersection alternative.
- Questions whether the RCUT intersection has been implemented elsewhere along the Trans-Canada Highway.

Four (4) respondents indicated that they would be positively impacted by the RCUT intersection for the PTH 1 and PTH 5 intersection alternative. Respondent comments are summarized below:

- Comment that although the intersection is new, it would be easy to learn how to use it.
- Comment that visual problems for drivers may be solved by the RCUT's angled cross traffic.

Widened Intersection + Auxiliary Lanes

A total of eleven (11) respondents indicated that they would be positively impacted by the widened intersection + auxiliary lanes alternative for the PTH 1 and 5 intersection. Respondent comments are summarized as follows:

- Comments that the widened intersection alternative would be the most acceptable solution.
- Comment that this intersection alternative would reduce traffic on the PTH 1 and PTH 5 intersection's south service road.
- Comment that this intersection alternative would be the safest option.
- Comment that this intersection alternative, combined with a reduced speed of 80 kilometres per hour would be the safest option.

Grade Separated Interchange

A total of four (4) respondents indicated that they would be positively impacted by the grade separated interchange alternative for the PTH 1 and 5 intersection. Respondent comments are summarized as follows:

- Comments that this intersection alternative would be the most acceptable option.
- Suggestion to further study the grade separated interchange.
- Suggestion that a grade separated interchange should include fencing to allow for safe animal crossing.

Split Intersection

A total of four (4) respondents indicated that they would be positively impacted by the split intersection alternative for the PTH 1 and 5 intersection. Respondent comments are summarized as follows:

- Comments that this intersection alternative would be the most acceptable option.
- Comment that this intersection alternative would be easiest to retrofit to a diamond interchange when the budget allows.

Signalized Intersection

A total of three (3) respondents indicated that they would be positively impacted by the signalized intersection alternative for the PTH 1 and 5 intersection. Respondent comments are summarized as follows:

- Comment that a signalized intersection would be the most acceptable option because it appears to be the least complicated option for drivers to understand.
- Comment that a signalized intersection would limit the amount of land needing to be excavated.
- Suggestion to implement stop lights that are similar to the ones located at the PTH 1 and PTH 16 intersection.

Offset-T Intersection

A total of two (2) respondents indicated that they would be positively impacted by the offset-T intersection alternative for the PTH 1 and 5 intersection. Respondent comments are summarized as follows:

- Comment that this intersection alternative would be the most acceptable option.
- Suggestion to split the PTH 1 and PTH 5 intersection by moving north bound on PTH 5 east and straighten PTH 5 from the start of the 'S' curve by Carberry.

Roundabout

One (1) respondent indicated that they would be positively impacted by the roundabout alternative for the PTH 1 and 5 intersection. The respondent suggested to further study the roundabout intersection alternative and suggested that the roundabout would not significantly affect travel times.

Other Impacts

When answering how they might be affected by improvements at the PTH 1 and 5 intersection, a number of respondents did not reference specific intersection alternatives. Respondent comments are summarized as follows:

Positive Impacts

A total of six (6) respondents indicated that they would be positively impacted by some aspect of the potential intersection improvement alternatives. While some respondents did not provide a further explanation, others provided the following comments:

- Comments that all three proposed intersection alternatives would be an improvement.
- Comment that the thought and considerations that have gone into the intersection improvement project are appreciated.

Negative Impacts

Three (3) respondents indicated that they would be negatively impacted by some aspect of the potential intersection improvement alternatives. Respondent comments are summarized as follows:

- Concern that the proposed service road extensions could negatively impact agricultural land.
- Concern that the proposed service road extensions would be in close proximity to private residences.
- Comment that the proposed service road extensions and their associated costs are unnecessary because service roads are not used often.
- Concern that construction at the PTH 1 and PTH 5 intersection would cause nearby business owners to lose business/customers.

- Comment that crashes would still occur with any of the three intersection alternatives being considered.

Neutral Impacts

A total of two (2) respondents indicated that they would be neither positively nor negatively impacted by the intersection improvement alternatives. Respondent comments are summarized as follows:

- Comment that the respondent is not likely to be impacted by intersection alternatives as they do not use the PTH 1 and PTH 5 intersection during peak hours.
- Comment that the respondent will change their route to take PR 351 going east.

Question 6: Additional Topics

Participants were asked if there is anything else that they felt the project team should consider. A total of twenty-seven (27) respondents answered 'Yes.' A total of seven (7) respondents answered 'No.' These respondents provided the project team with a variety of additional comments and considerations to include in the project evaluation process:

- Suggestions to reduce the speed limit at the current PTH 1 and PTH 5 intersection.
- Suggestion to raise the height of signage around the existing PTH 1 and PTH 5 intersection so that they are easier for drivers to see.
- Suggestion to conduct a traffic study on the south service roads to justify the cost associated with extending them.
- Suggestion to consider an alternative intersection type that combines the Offset-T intersection alternative with the RCUT.
- Comment that the widened and split intersection designs did not clearly show that there are left turning acceleration lanes when merging onto PTH 1.
- Comment that residents need to be better educated on highway rules.
- Comment that the lives and ease of movement for drivers should have a greater determining factor over the cost of the project.
- Concerns that the traffic analysis for the area was not conducted during seeding or harvesting season. Suggestions to do a new traffic study.
- Concern that the proposed median closures would force agricultural equipment to use the PTH 1 and PTH 5 intersection.
- Concern that traffic will be impacted two miles east of the PTH 1 and PTH 5 intersection.

Question 6: Meeting Helpfulness

Participants were asked if they found the meeting helpful. A total of seventeen (17) respondents answered 'Yes.' Respondents provided the project team with the following comments:

- Comment that the respondent appreciated the opportunity to speak during the meeting.

- Comment that the respondent would like another chance to review all the intersection alternatives presented during the Round 2A engagement in November 2024.
- Comment that the respondent was able to better understand the RCUT option and develop a favourable opinion of this intersection alternative.

A total of sixteen (16) respondents answered 'Somewhat.' Respondents provided the project team with the following comments:

- Comment that it will not be possible to please everyone.
- Comment that the review of previous public engagement sessions is appreciated.
- Comment that the majority of collisions at the PTH 1 and PTH 5 intersection are because of driver error.
- Comment that it would have been beneficial to have the intersection alternatives videos playing throughout the duration of the presentation.
- Comment that the engagement presentation was highly politicized.
- Concerns that the project team has a bias towards the RCUT intersection alternative.
- Concern that some questions from meeting attendees were not taken seriously by the project team.
- Concern that the selected intersection alternative will be determined based on cost.
- Concern that the chosen intersection alternative will not fit the needs of the community or meet safety requirements.
- Question whether families of the victims of the June 2023 collision were engaged.

A total of three (3) respondents answered 'No.' Respondents provided the project team with the following comments:

- Comment that it was difficult to hear the presentation due to poor acoustics of the facility.
- Comment that a printed copy of the presentation would have been helpful.
- Concern regarding the project timeline and desire to see a solution implemented soon.
- Concern regarding the high amount of money that has been spent so far on temporary solutions.

Next Steps

Feedback gained during Round 2B of the engagement process will be used to further evaluate the conceptual design alternatives for the PTH 1 and PTH 5 intersection. The next phase of engagement will be Round 3. The objective of Round 3 will be to update Rights Holders, stakeholders, and the general public on the latest project information and present the preferred design alternative.

The timeline for the project engagement process as the time of writing of this report is as follows:

- Project Initiation/Background (April/May 2024)
- Round 1 Engagement (July 2024)
- Round 2A Engagement (Fall 2024)
- Round 2B Engagement (Winter/Spring 2025)
- Round 3 Engagement (Summer 2025)
- Final Engagement Report (Summer 2025)

Questions?

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