PTH 5 & PTH 68 Intersection Improvements
PTH 68 Bituminous Reconstruction

Round 2 Stakeholder Information Session

June 10, 2025

Manitoba

Land Acknowledgement

Thank you for welcoming us into your community.

We want to acknowledge we are gathered on Treaty 2 Territory and Manitoba is located on the Treaty Territories and ancestral lands of the Anishinaabeg, Anishininewuk, Dakota Oyate, Denesuline and Nehethowuk nations.

Manitoba is the proud Homeland of the Red River Métis and our province also includes ancestral lands of Inuit.

We respect the spirit and intent of Treaties and remain committed to working in partnership with First Nations, Inuit and Métis people as we walk the shared path of truth and reconciliation.

Welcome

Welcome to the second round of engagement for the functional design study of PTH 5 and PTH 68 intersection improvements and the bituminous reconstruction of 1.8 km of PTH 68 east of PTH 5.

The first round of engagement for the project included virtual information sessions held in February 2025.

The purpose of this engagement presentation is to:

Present the project alternatives

Discuss evaluation criteria

Review the project timeline and next steps

Gain feedback and answer questions

Project Team

Manitoba Transportation and Infrastructure (MTI)

Project Owner

Sanya Awodein, MTI Project Manager

Stantec Consulting Ltd.

Consultation Service Provider

Prokopis Papadimitropoulos, Project Manager

Lauren Stead and Adam Prokopanko, Stakeholder Engagement

Project Intent

Enhance operations at the intersection, restore serviceability, and promote interprovincial trade through the agriculture industry

Reconstruct 1.8 km of pavement to accommodate RTAC loading and upgrade shoulders to current standards

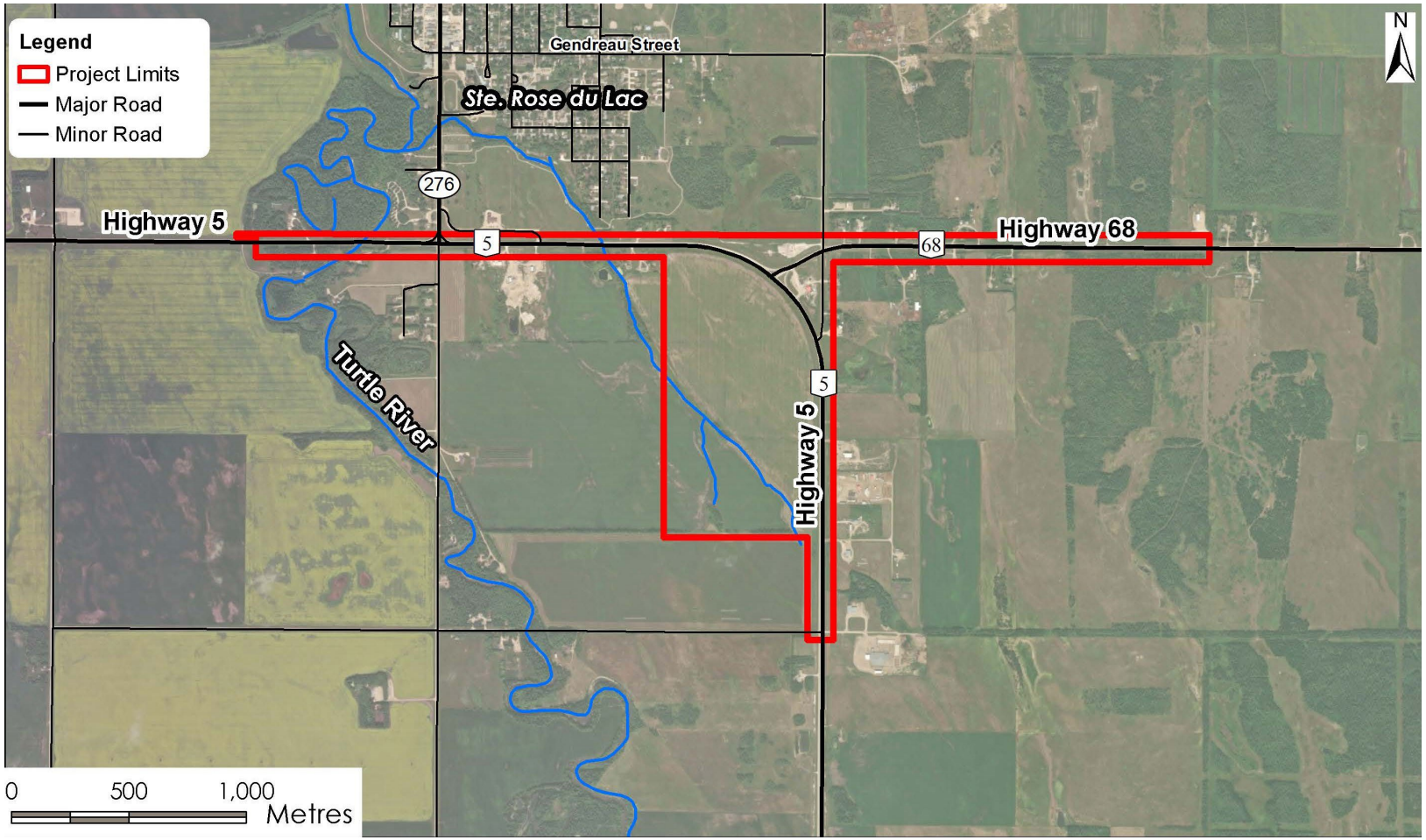
Align with MTI standards and previous design recommendations

Address safety concerns by improving geometry and access management

Project Area

- The project includes
  - Intersection of PTH 5 & 68
  - 1.8 km of PTH 68 east of the intersection

- The study area includes
  - PTH 5 west across the Turtle River
  - PTH 5 south to the Ste. Rose auction mart
  - the land southwest of the existing intersection



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Project Overview

Functional Design

- Occurs early in the design process
- Development of alternatives
- Evaluation of alternatives
- Selection of preferred option

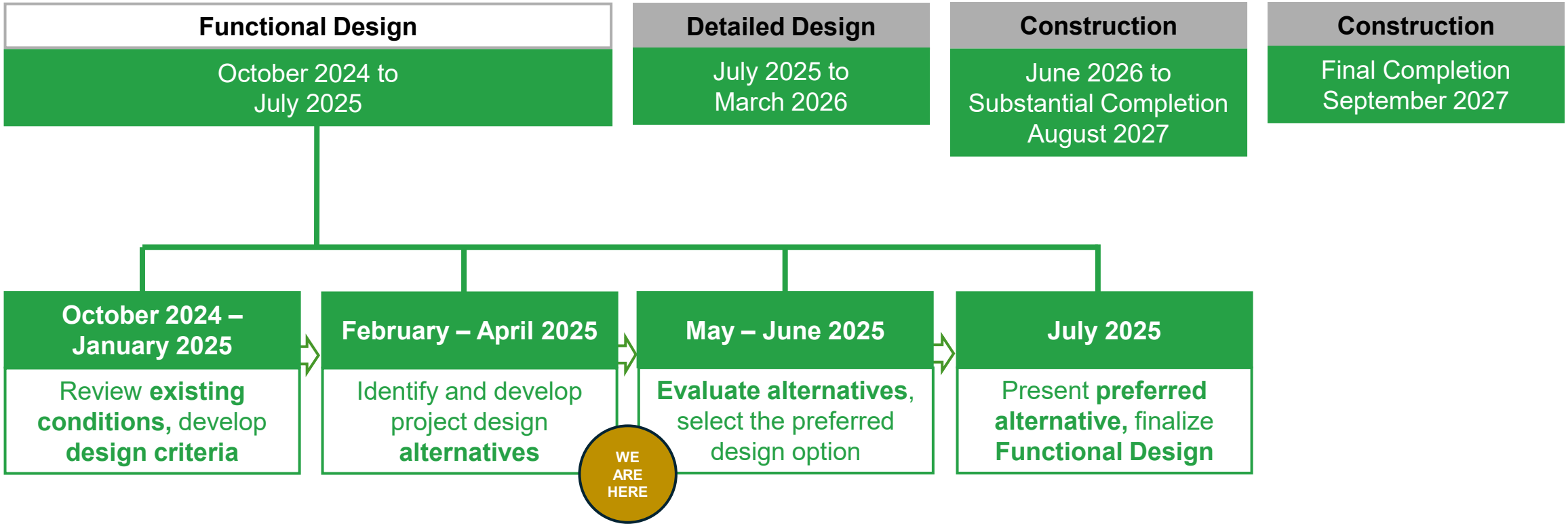
Detailed Design

- Development of tender documents, drawings, and specifications for construction

Construction

- Project implementation
- Involves traffic management and planning

Project Timeline



What We Heard

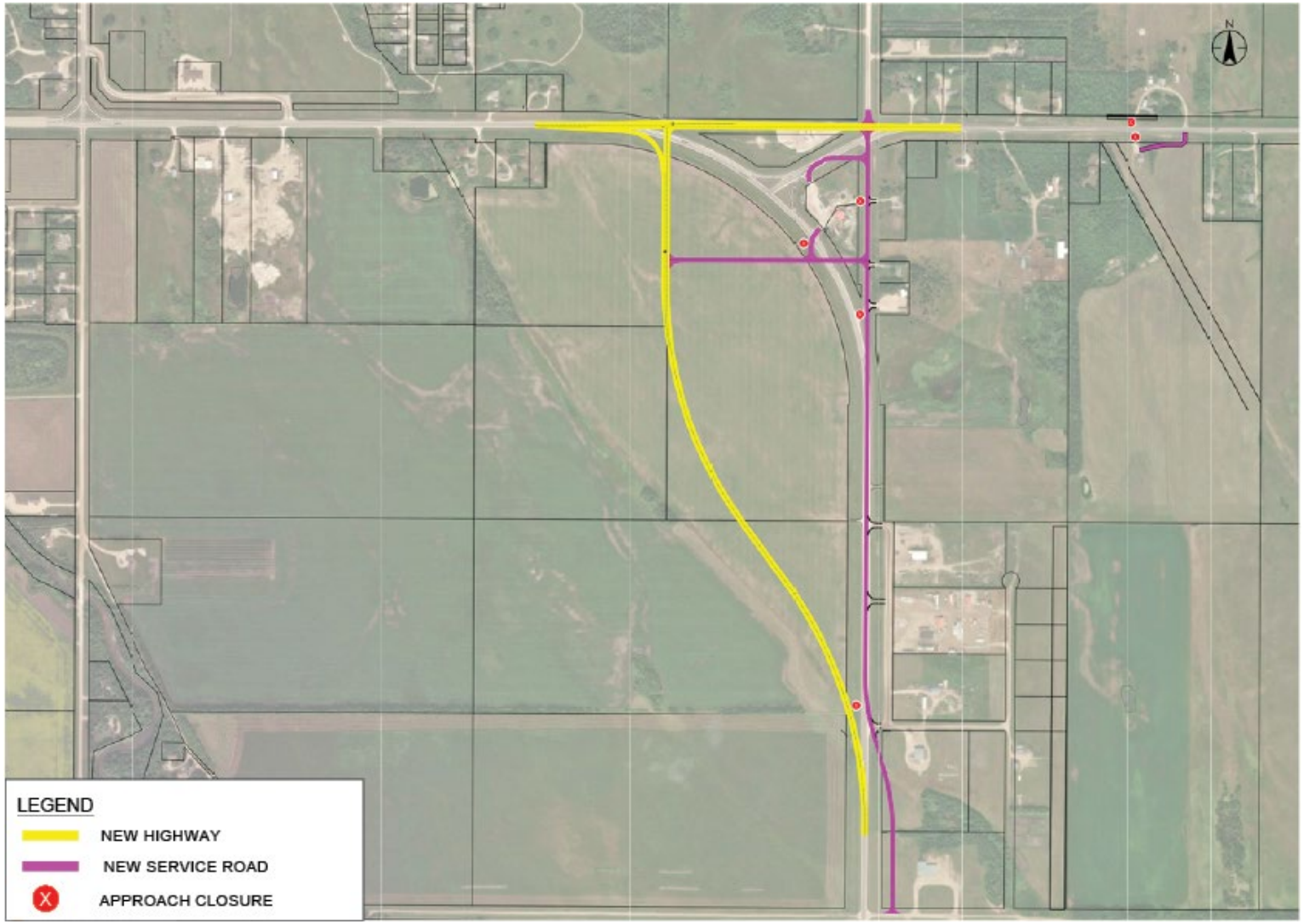
- During Round 1 engagement, the project team met with the municipality and key stakeholders.
- The purpose of the meetings was to introduce the project and hear about potential constraints, opportunities, preferences, or concerns that should be considered during the development of the alternatives.

What we heard	How it was considered
Speed limit reduction – concern regarding existing speed limits being too high and the location of the reduced speed limit zone on PTH 5 being misplaced.	• The extent of the 80 km/h speed zone will be considered as part of this project. • Roundabout alternatives will include a recommended 30 km/h speed zone around and approaching the roundabout.
Safety – concerns about increasing safety for homeowners/residents as well as the road users especially at property access locations	• Safety for all users of the roads in the study area will be of top concern in the evaluation process.
Access/service/frontage roads – several local business owners expressed concern about the project potentially restricting access to their businesses	• Different alternatives were considered to provide options for access.
Bypass – opposing views about the use of Ring Dyke Road as a bypass for PR 276 through the town of Ste. Rose du Lac	• This project does not include any changes to the routing of PR 276. • Some alternatives modify the intersection of Ring Dyke Road at PTH 68.

What We Heard (continued)

What we heard	How it was considered
Impact to utilities – stakeholders identified several utilities within the project area, particularly water lines parallel to the highway.	• Utilities have been contacted and will continue to be involved to identify the location of their infrastructure in the study area.
In-person engagement – due to poor internet service, stakeholders indicated a preference for in-person engagement sessions.	• Round 2 of engagement was planned to be in-person in Ste. Rose.
Cascading effects – potential effects to other intersections or roadways were discussed.	• The intersections and roadways in the study area were considered as a network.
Accommodation during construction – access to businesses and the snowmobile trail within the project area during construction.	• Access during construction will be a key component of the Detailed Design phase.
Land acquisition – several questions raised during the key stakeholder meetings were about the land acquisition process.	• MTI is committed to one-on-one negotiation with affected landowners. • MTI is committed to providing fair market compensation for any land acquisition.

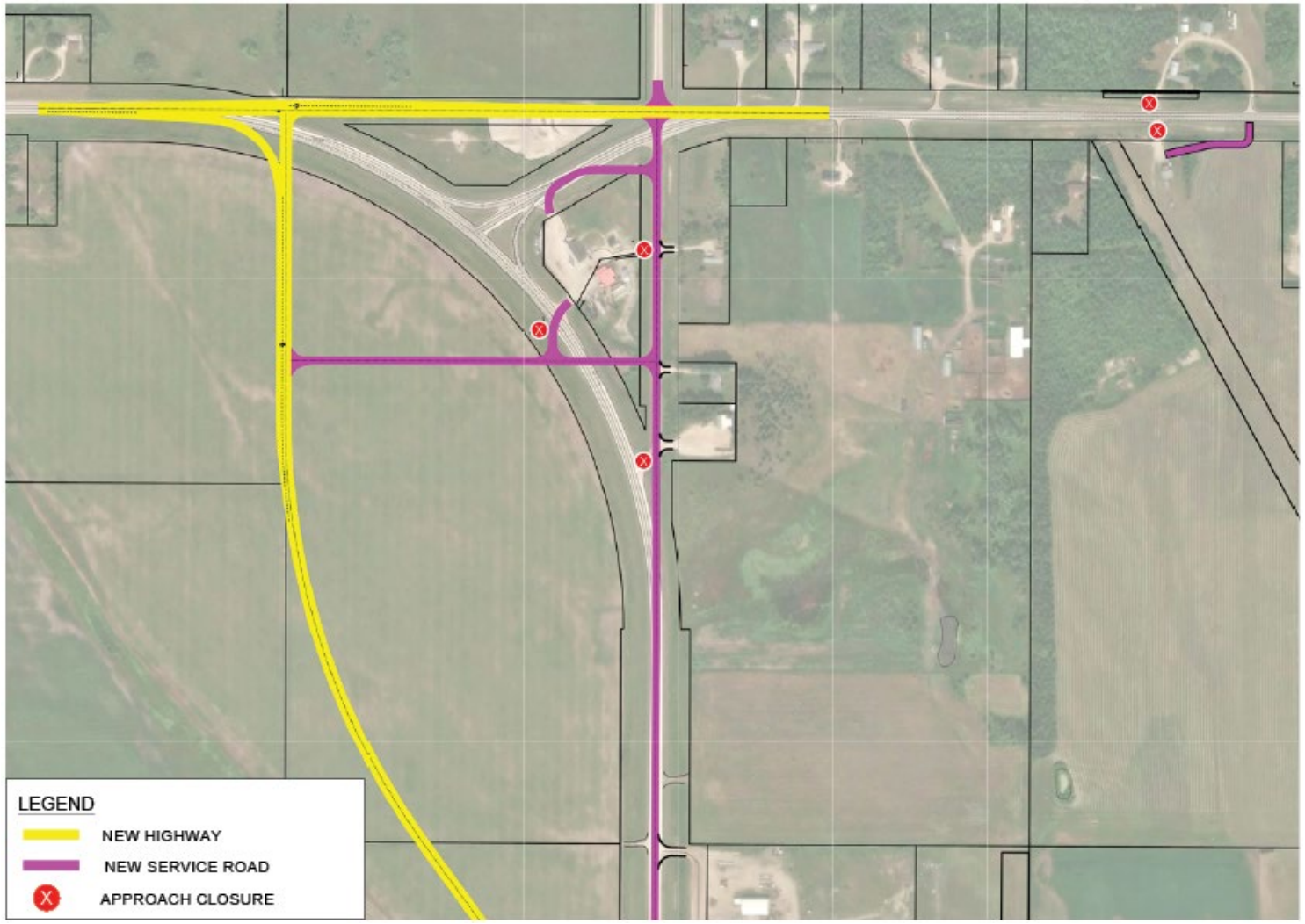
Intersection Option 1 (overview)



Option 1 includes realignment of the intersection to a new T-intersection 400 m (¼ mile) west of Ring Dyke Road.

- **Stop control for northbound PTH 5**
- **Free flow for east-west traffic**
- **Right-turn cutoff for eastbound to southbound traffic**
- **1.0 m painted median at intersection**

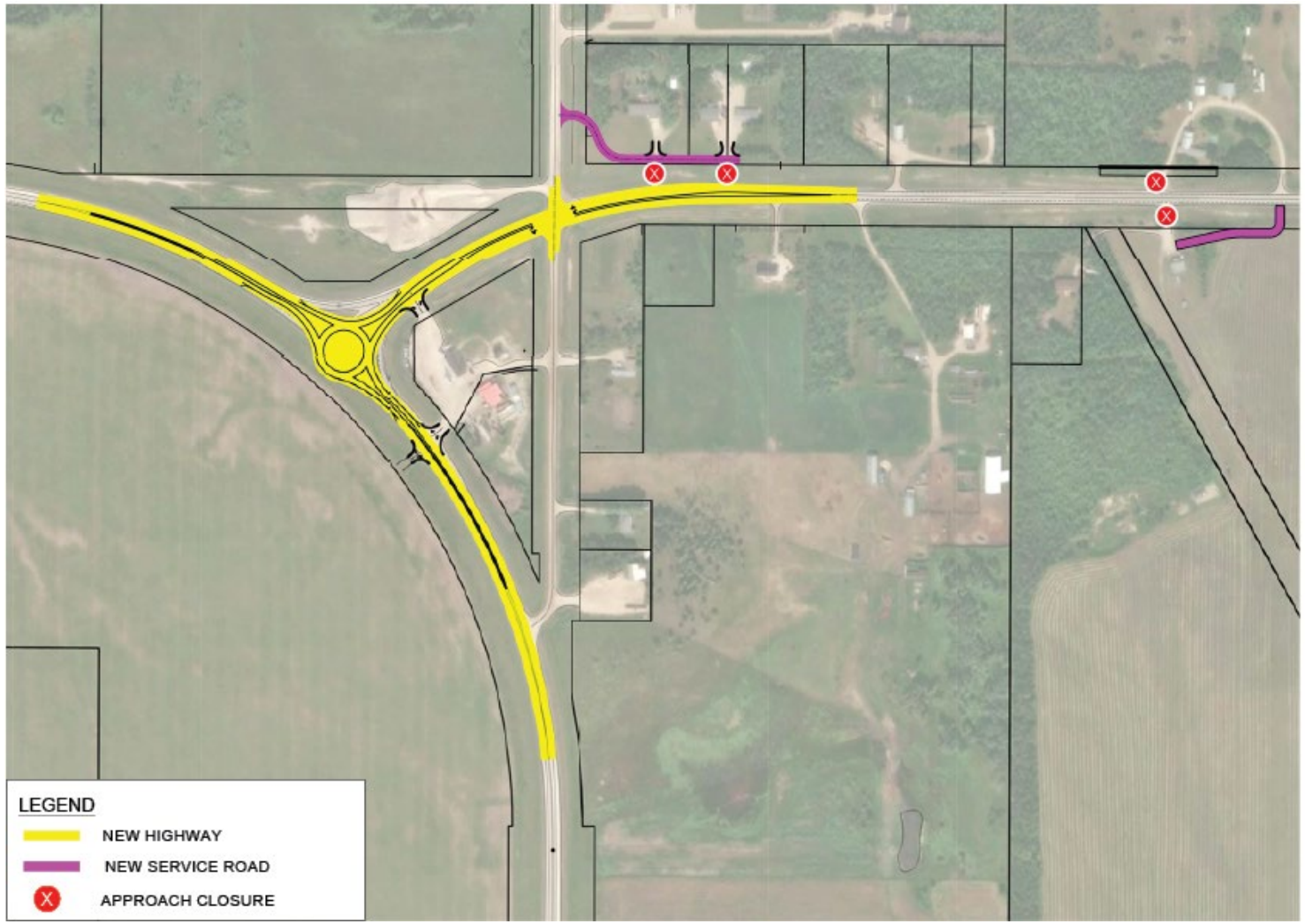
Intersection Option 1 (enlargement)



Option 1 includes realignment of the intersection to a new T-intersection 400 m (¼ mile) west of Ring Dyke Road.

- **Ring Dyke Road and existing PTH 5 become a new service road**
- **New service roads built to provide access to Esso and Integra Tire**

Intersection Option 2

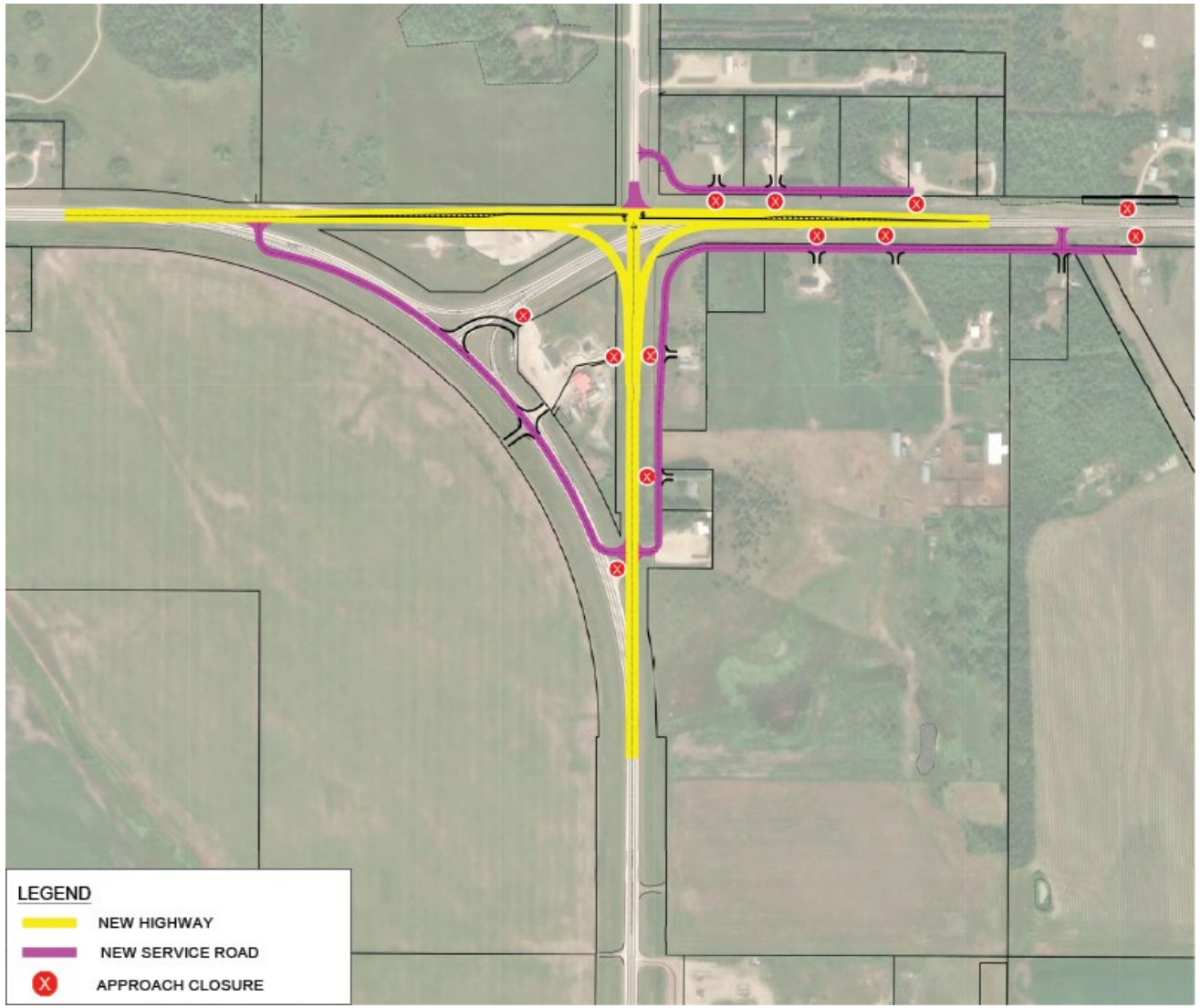


Option 2 involves replacing the existing intersection with a roundabout at the existing location.

- **Retains existing alignments of PTH 5 and PTH 68**
- **Roundabout slows down all traffic to 30 km/h**
- **1.0 m raised concrete median at intersection**

- **New service roads northeast of intersection**

Intersection Option 3

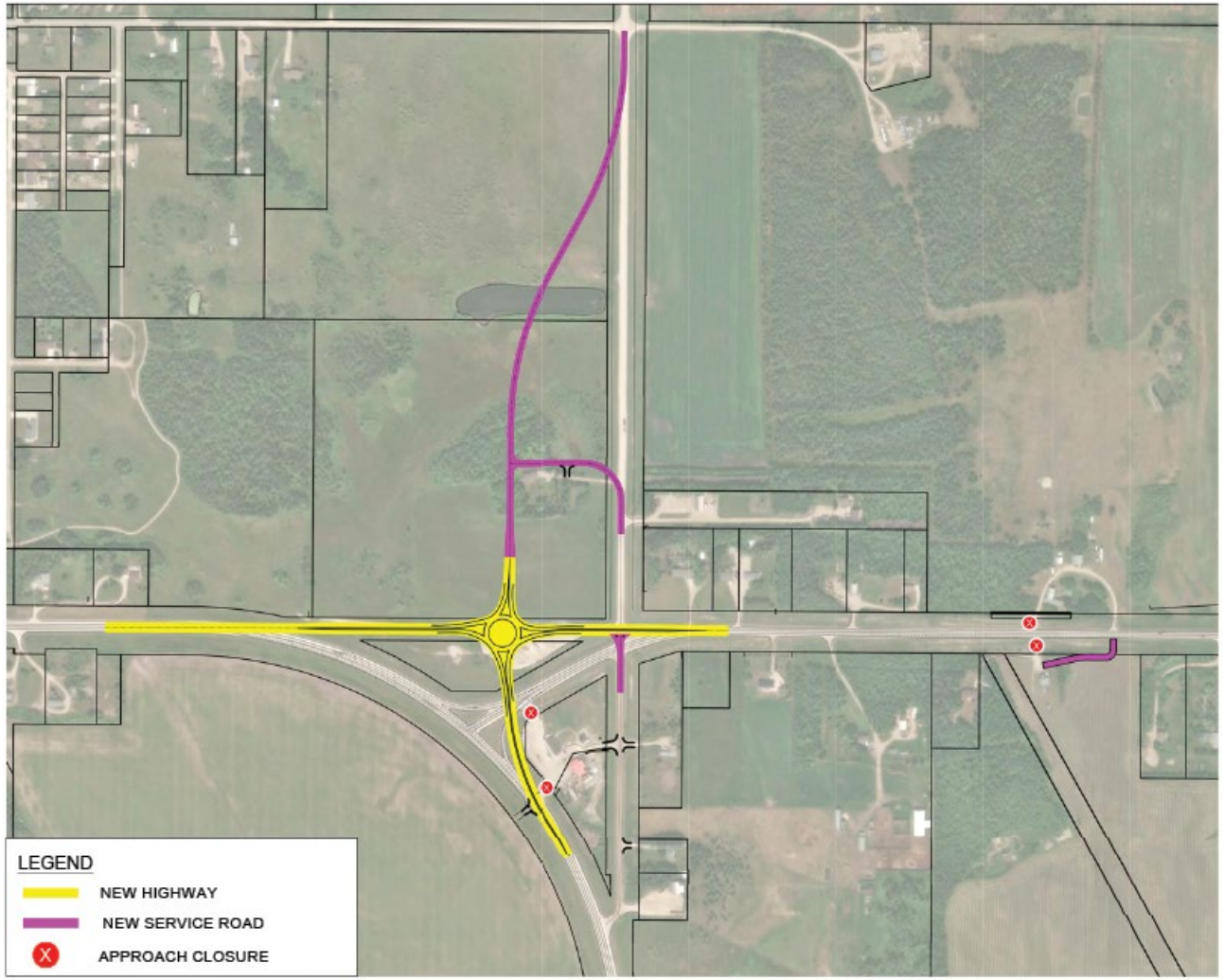


Option 3 involves realignment of the intersection to a new T-intersection on the alignment of Ring Dyke Road.

- **Stop control for northbound PTH 5**
- **Free flow for east-west traffic**
- **Right-turn cutoff for eastbound to southbound traffic**
- **Right-turn cutoff for northbound to eastbound traffic**
- **1.0 m painted median at intersection**

- **New service roads northeast and southeast of intersection**
- **Existing PTH 5 curve becomes service road**

Intersection Option 4

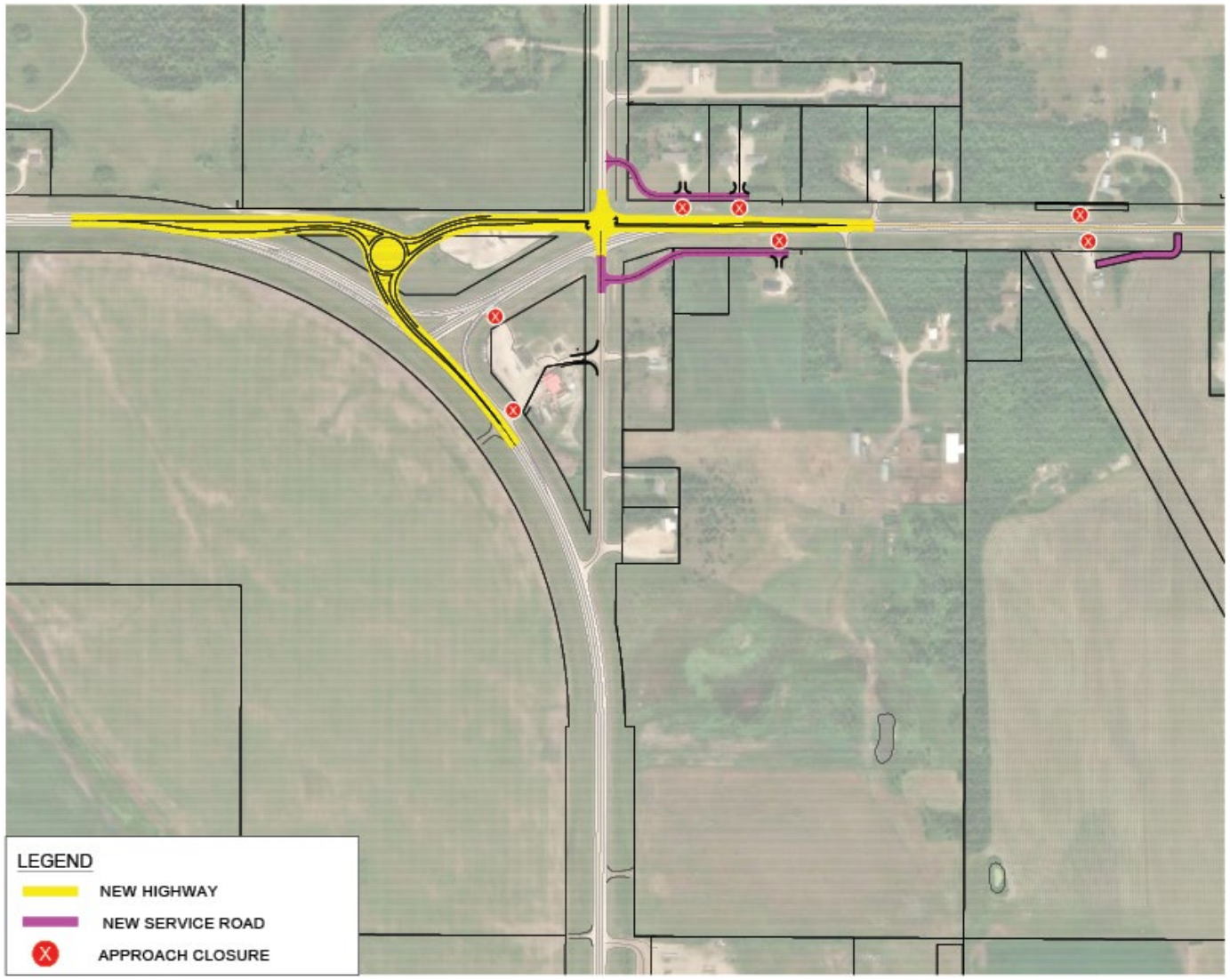


Option 4 involves realignment of the intersection to a new roundabout to the north, with a straight east-west alignment.

- **Roundabout slows down all traffic to 30 km/h**
- **1.0 m raised concrete median at intersection**
- **Ring Dyke Road connected to roundabout**
- **Ring Dyke Road realigned to the west for 800 m (½ mile) north of intersection**

- **New service road to connect new and existing alignments of Ring Dyke Road**

Intersection Option 5

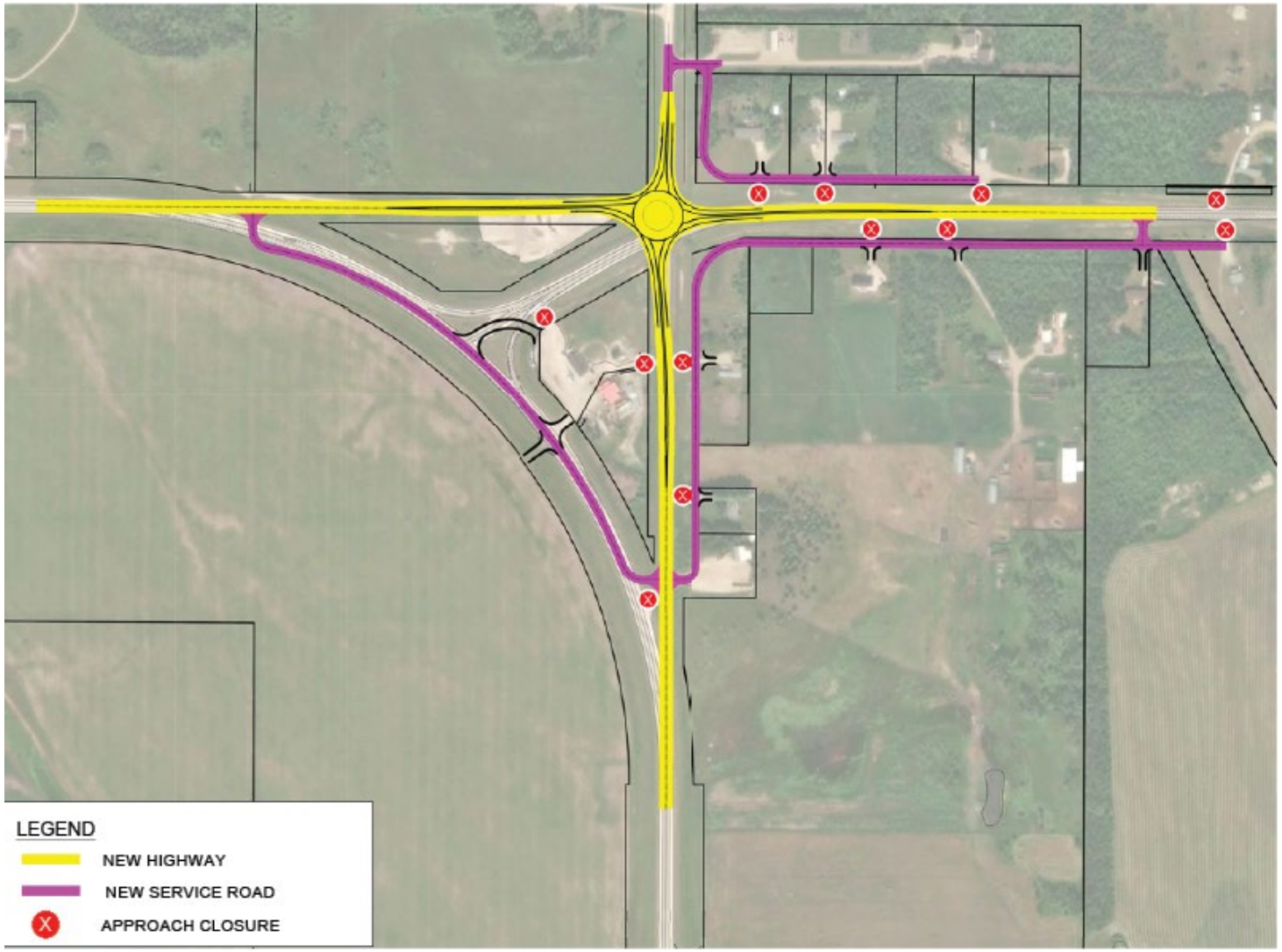


Option 5 involves realignment of the intersection to a new roundabout to the north, with offsets for each approach.

- **Roundabout slows down all traffic to 30 km/h**
- **1.0 m raised concrete median at intersection**
- **Separate intersection for PTH 68 and Ring Dyke Road with left-turn lanes on PTH 68**

- **New service roads northeast and southeast of intersection of PTH 68 and Ring Dyke Road**

Intersection Option 6



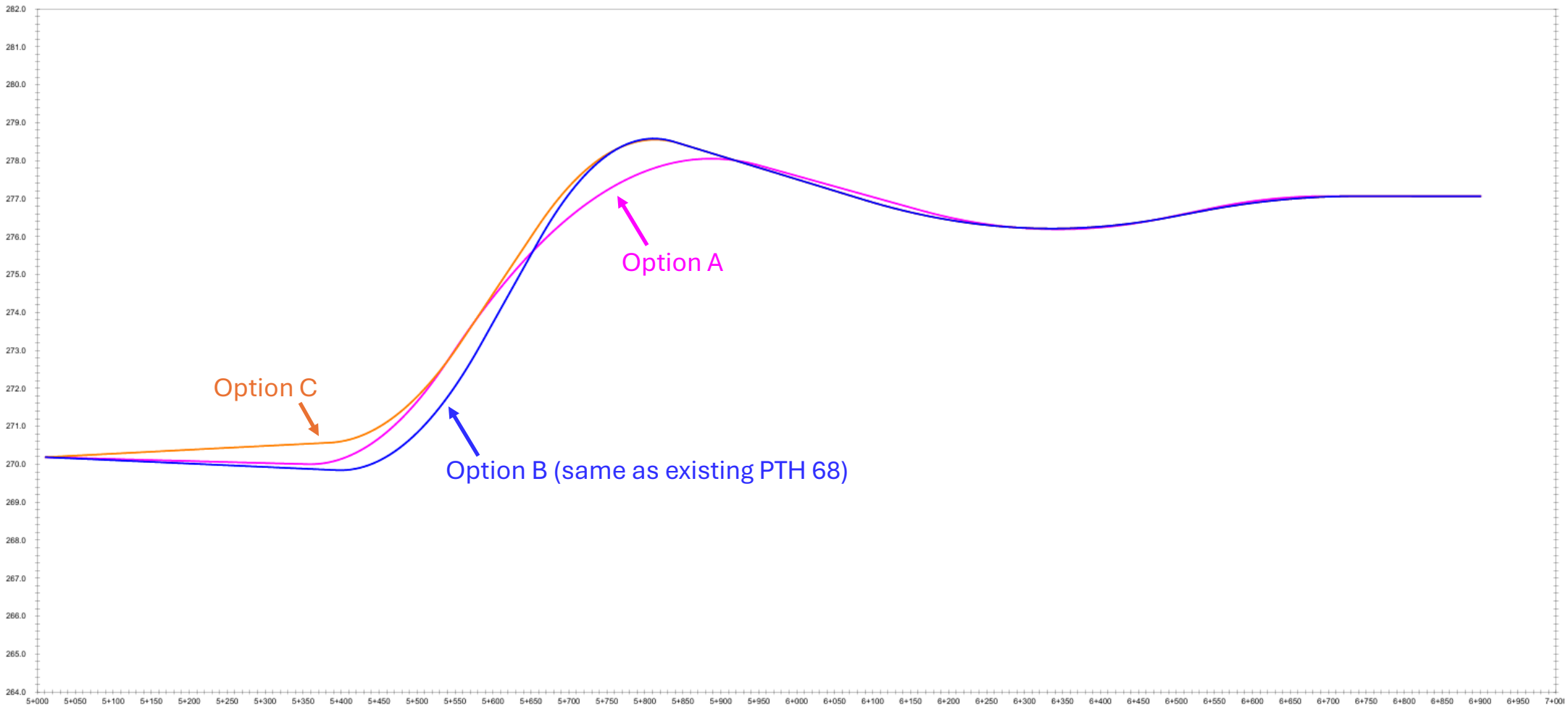
Option 6 involves realignment of the intersection to a new roundabout on the alignment of Ring Dyke Road.

- **Roundabout slows down all traffic to 30 km/h**
- **1.0 m raised concrete median at intersection**
- **Ring Dyke Road connected to roundabout**

- **New service roads northeast and southeast of intersection**
- **Existing PTH 5 curve becomes service road**

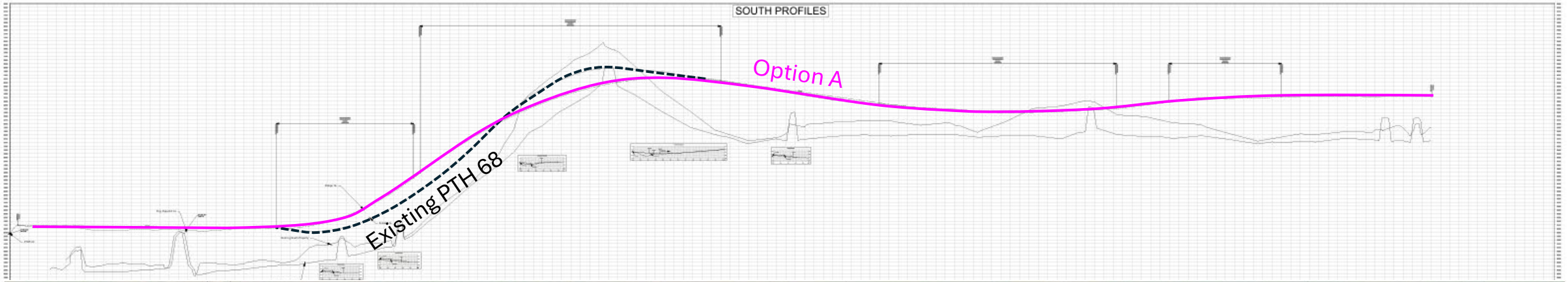
PTH 68 Options

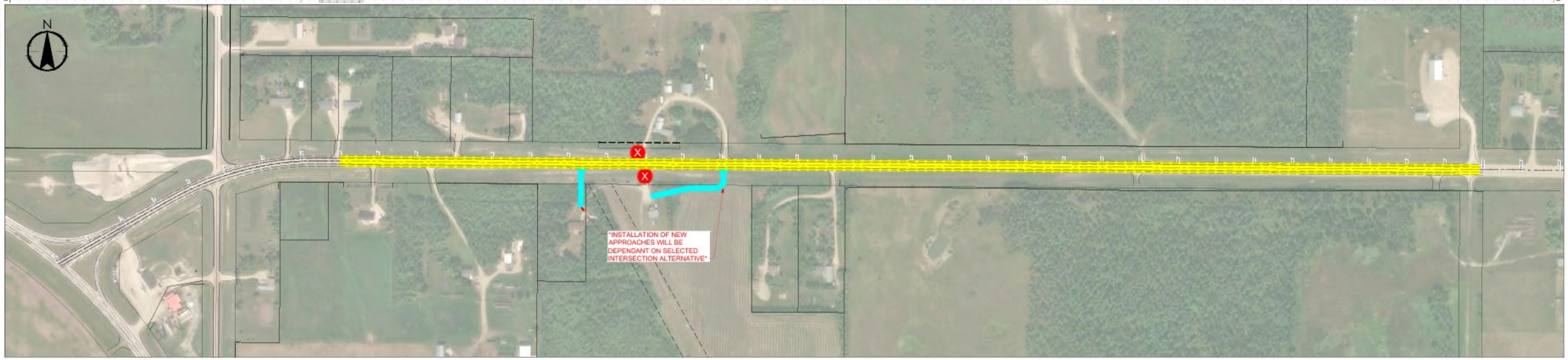
There are three options under consideration for the reconstruction of the vertical curves on PTH 68 east of PTH 5.



PTH 68 Option A

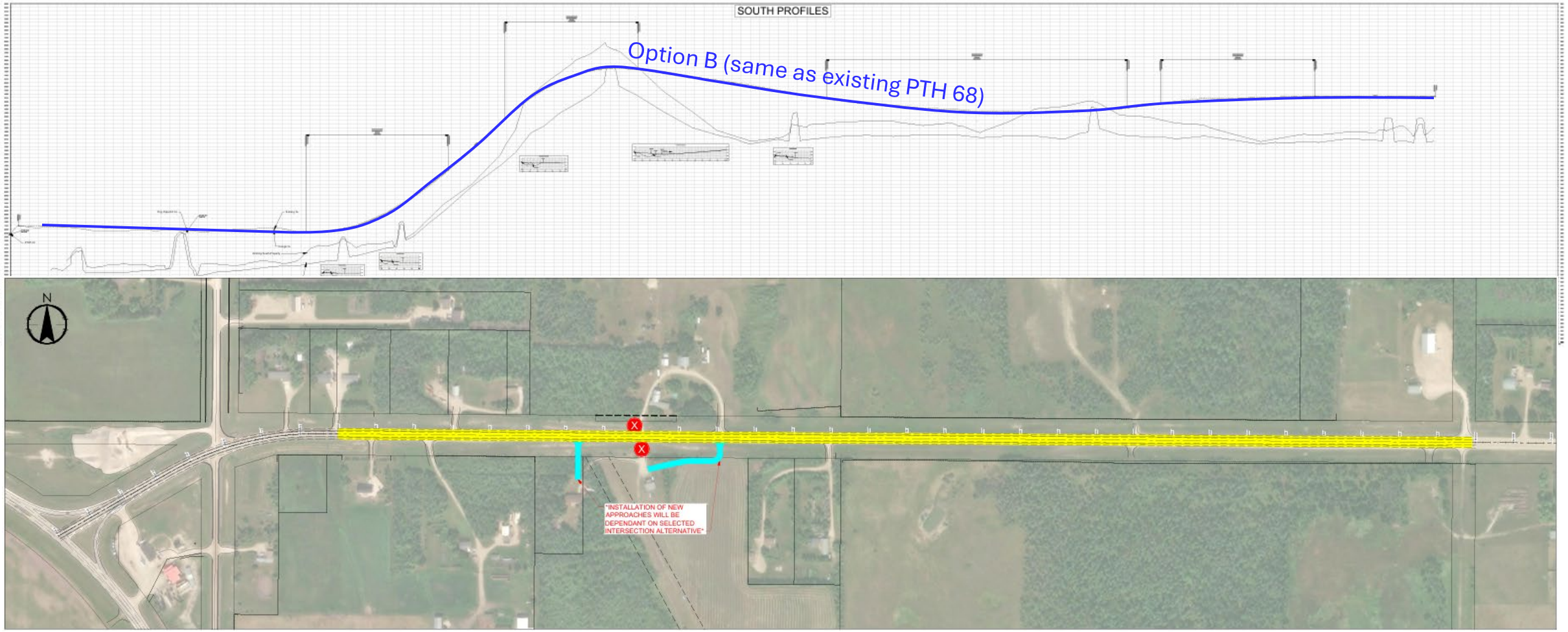
Option A meets a maximum grade of three per cent by both raising the sag curve west of the hill and lowering the crest curve on the top of the hill.





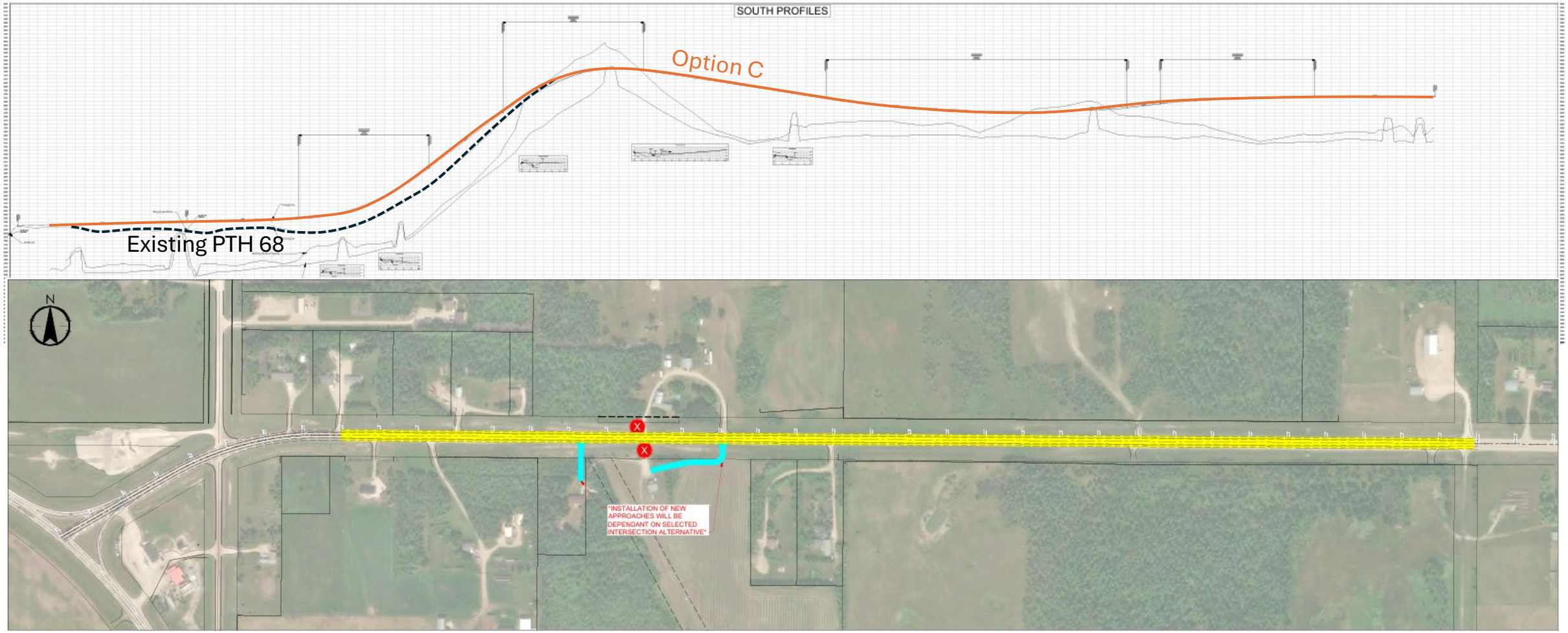
PTH 68 Option B

Option B maintains the existing vertical alignment profile which exceeds the maximum grade of three per cent on the west side of the hill.



PTH 68 Option C

Option C meets a maximum grade of three per cent by only raising the sag curve west of the hill and maintaining the existing crest curve on the top of the hill.



Evaluation Criteria

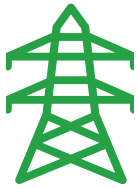
In addition to reviewing the stakeholder and public feedback received on the options, criteria will be developed to evaluate the alternative options. Some of the criteria to be considered includes:

Roadway geometry

Traffic and collision history

Geotechnical conditions

Safety



Utilities and connections

Hydrology and land drainage

Land ownership and property boundaries

Environment and heritage

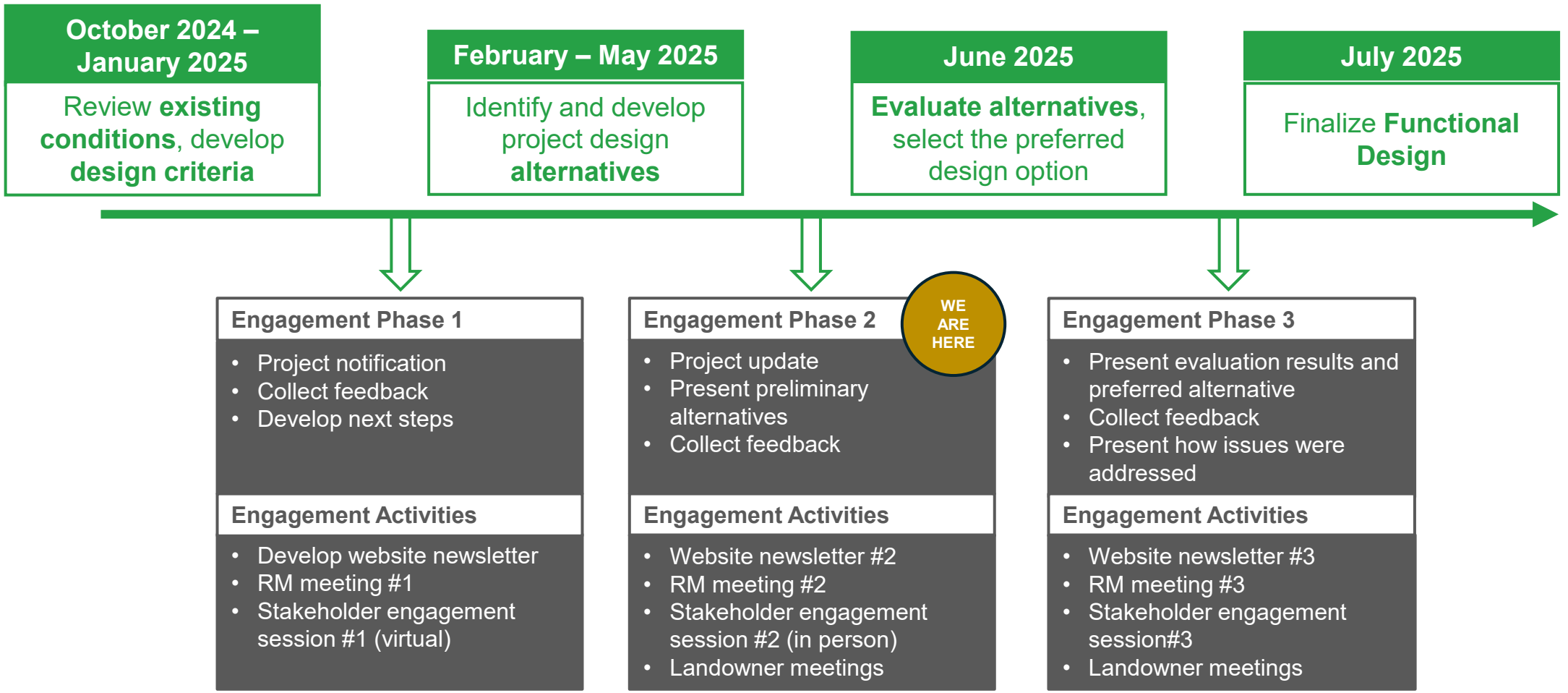
Cost

Feedback survey

- What do you like or dislike about each of the options?
- Which option would be your preferred option?
- Are there additional evaluation criteria you think should be considered?
- Which criteria are most important to you?

Your feedback will be helpful to consider during the evaluation of alternatives, and ultimately for Manitoba to decide which alternative to advance to the next stage of design.

Engagement Program



Thank You

Feedback received during the engagement process will be summarized and presented to the project team for consideration.

For additional information, please contact:

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