

THE

PTH 1 and PTH 1A

West Interchange Study

Open House

February 26, 2020



The intent of today's open house is to:

- Provide information on the **purpose and scope** of the PTH 1 and PTH 1A Interchange Study;
- **Present the interchange alternatives**, as well as the advantages and disadvantages associated with each alternative; and
- Offer the public an opportunity to **review** the interchange alternatives, **provide feedback**, and ask questions of the project team.



Provide your input by:

Completing a comment sheet here today or online at:
<https://www.gov.mb.ca/mit/wms/structures/design.html>



Have a question?

Members of the project team are here to discuss the study and answer any questions you may have. Look for a person wearing a WSP or Manitoba Infrastructure nametag.

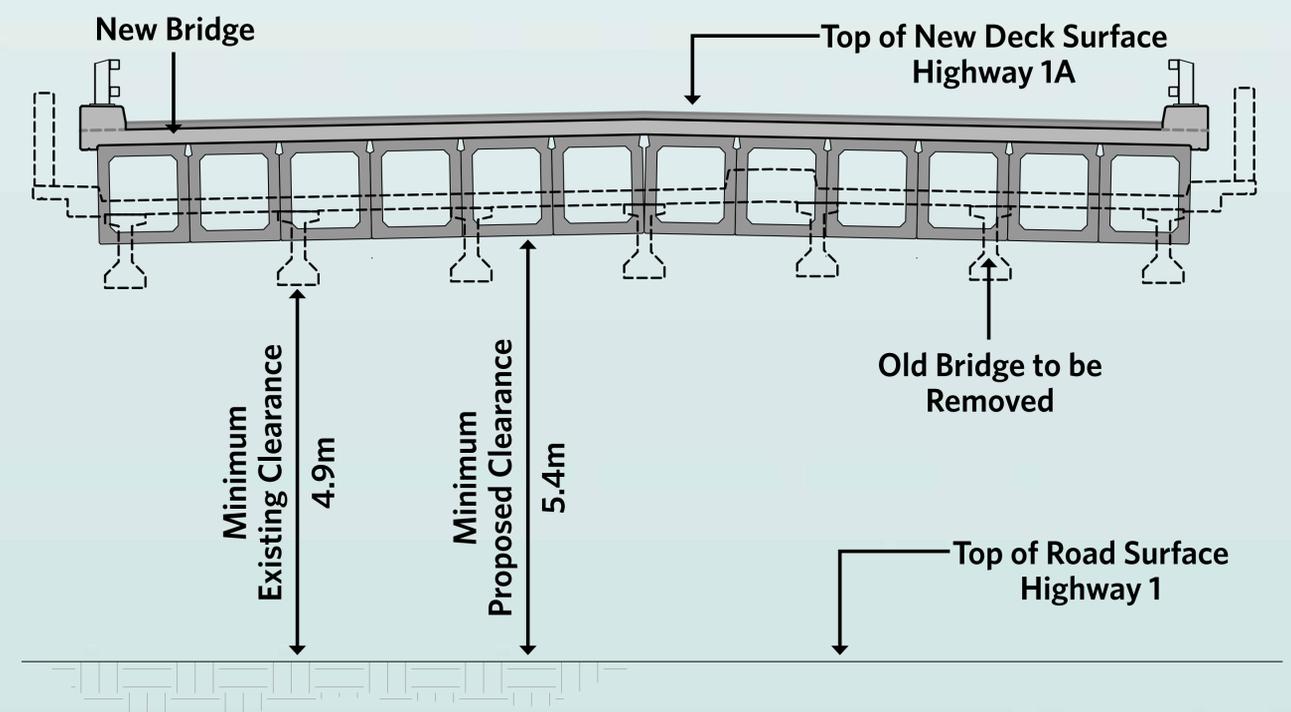
The existing overpass structure (bridge) at PTH 1 and PTH 1A was constructed in 1968 as part of the Trans-Canada Highway (PTH 1) by-pass around Portage la Prairie (Portage).

The bridge is located west of Portage and was designed to convey 3 lanes of PTH 1A traffic (2 northbound lanes into Portage and 1 southbound lane out of Portage) over 4 lanes of PTH 1 traffic (2 eastbound lanes and 2 westbound lanes).



Over the years, **the bridge has been damaged by several vehicle impacts**, and many bridge elements are exhibiting significant deterioration. As a result, the bridge is currently restricted to a single lane.

Manitoba Infrastructure (MI) has determined that it is **not cost effective to rehabilitate the bridge and a new structure is required at this location**. As part of this study, MI is also looking to improve the interchange.



STUDY AREA



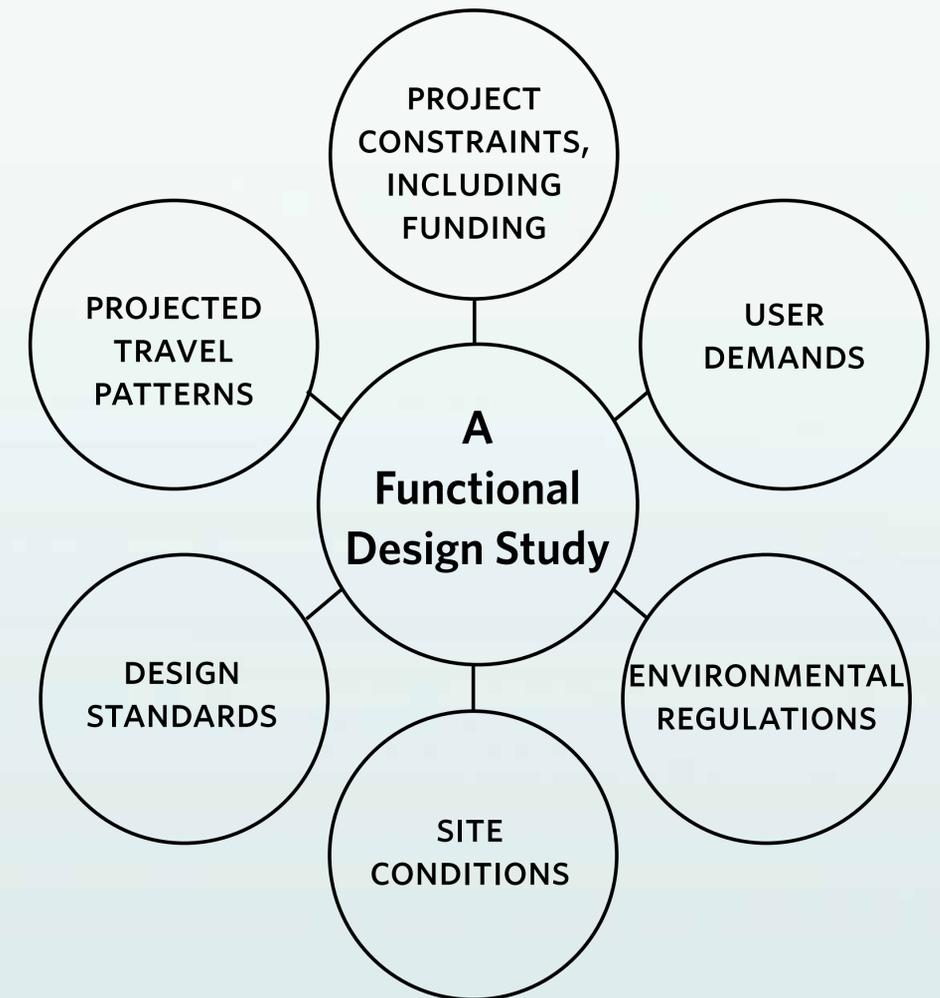
LEGEND

-  Study Area Limit
-  Rail



Manitoba Infrastructure has engaged WSP (an engineering and planning service provider) to **complete a functional design study for the future reconstruction of all roadways and the bridge structure** within the PTH 1 and PTH 1A interchange to:

1. Replace the bridge;
2. Improve traffic operations and safety by bringing the interchange to current design standards; and
3. Accommodate the access needs of the public and established industry in Portage.



Note: Due to funding constraints Manitoba Infrastructure may need to complete this project in phases with the initial phase including the replacement of the overpass.



A functional design study is an early phase of the design process in which the road and bridge designs are established based on projected travel patterns, design standards, site conditions, environmental regulations, user demands, and project constraints.

The public engagement process for the study involves local governments, landowners, business owners, other stakeholders, and the public.

The **objectives** of the public engagement process are to **convey clear information about the project**, including its scope and timing, while also gathering input regarding the proposed interchange alternatives and preferred interchange alternative.



Public engagement techniques will include:

- Group stakeholder meetings;
- Two public open houses;
- Project webpage; and
- Online survey.

The public engagement process has been divided into three phases:

1

Phase 1:

Introduce the project and gather initial feedback.

2

Phase 2:

Present two interchange alternatives and gather feedback.

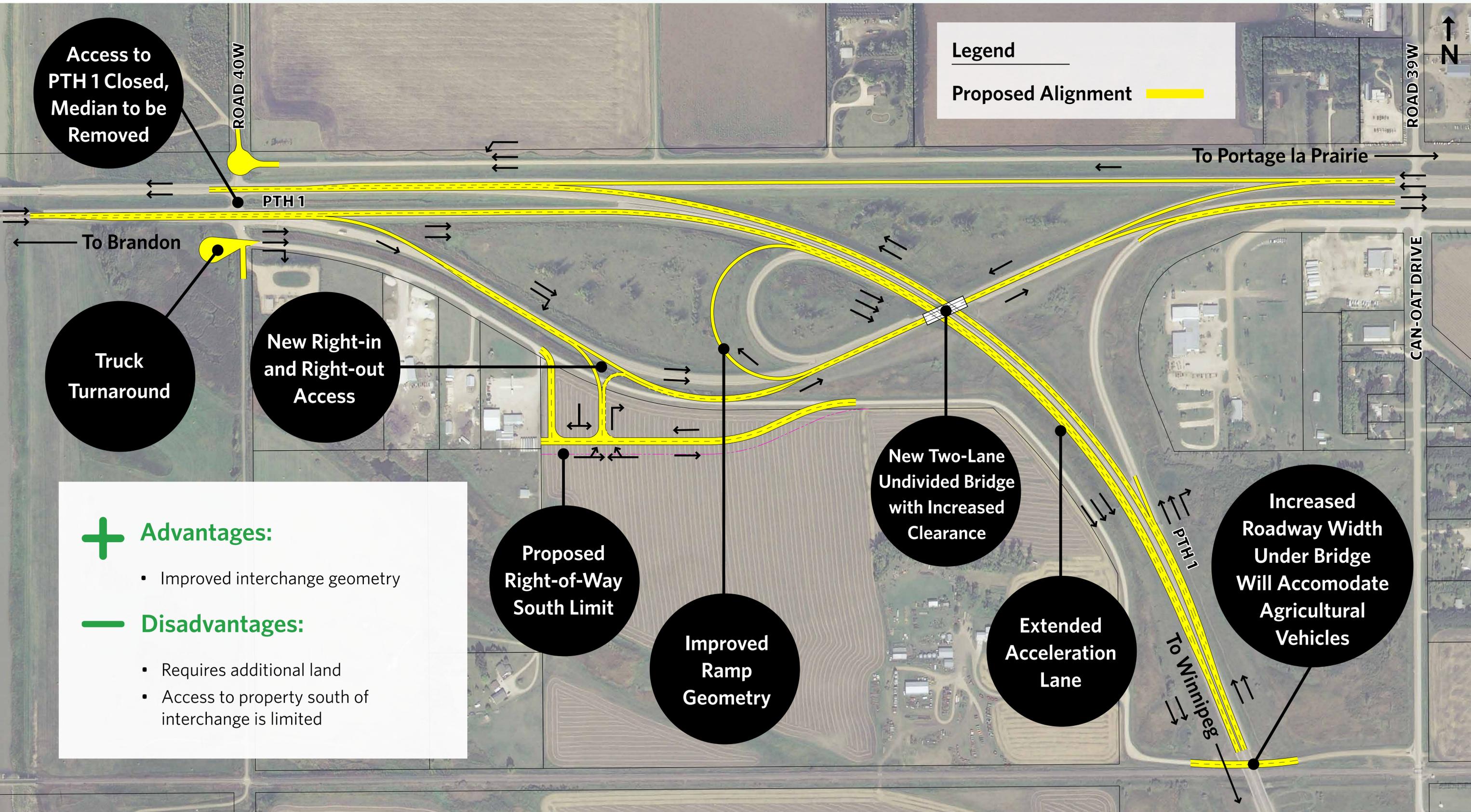


3

Phase 3:

Present the preferred interchange alternative.

INTERCHANGE ALTERNATIVE 1: IMPROVED EXISTING



Access to PTH 1 Closed, Median to be Removed

Legend
Proposed Alignment 

Truck Turnaround

New Right-in and Right-out Access

Proposed Right-of-Way South Limit

Improved Ramp Geometry

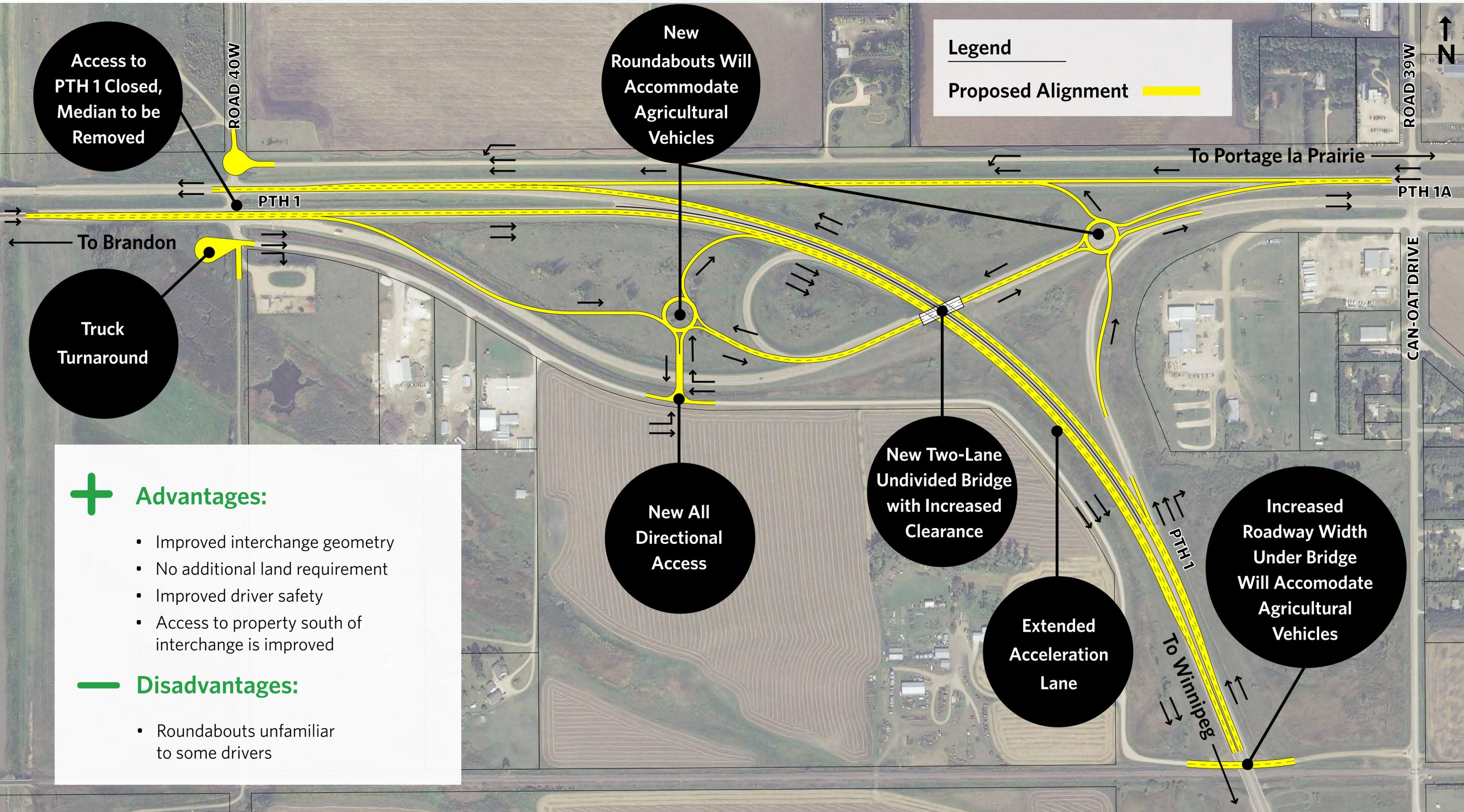
New Two-Lane Undivided Bridge with Increased Clearance

Extended Acceleration Lane

Increased Roadway Width Under Bridge Will Accomodate Agricultural Vehicles

- + Advantages:**
 - Improved interchange geometry
- Disadvantages:**
 - Requires additional land
 - Access to property south of interchange is limited

INTERCHANGE ALTERNATIVE 2: ROUNDABOUTS



+ Advantages:

- Improved interchange geometry
- No additional land requirement
- Improved driver safety
- Access to property south of interchange is improved

— Disadvantages:

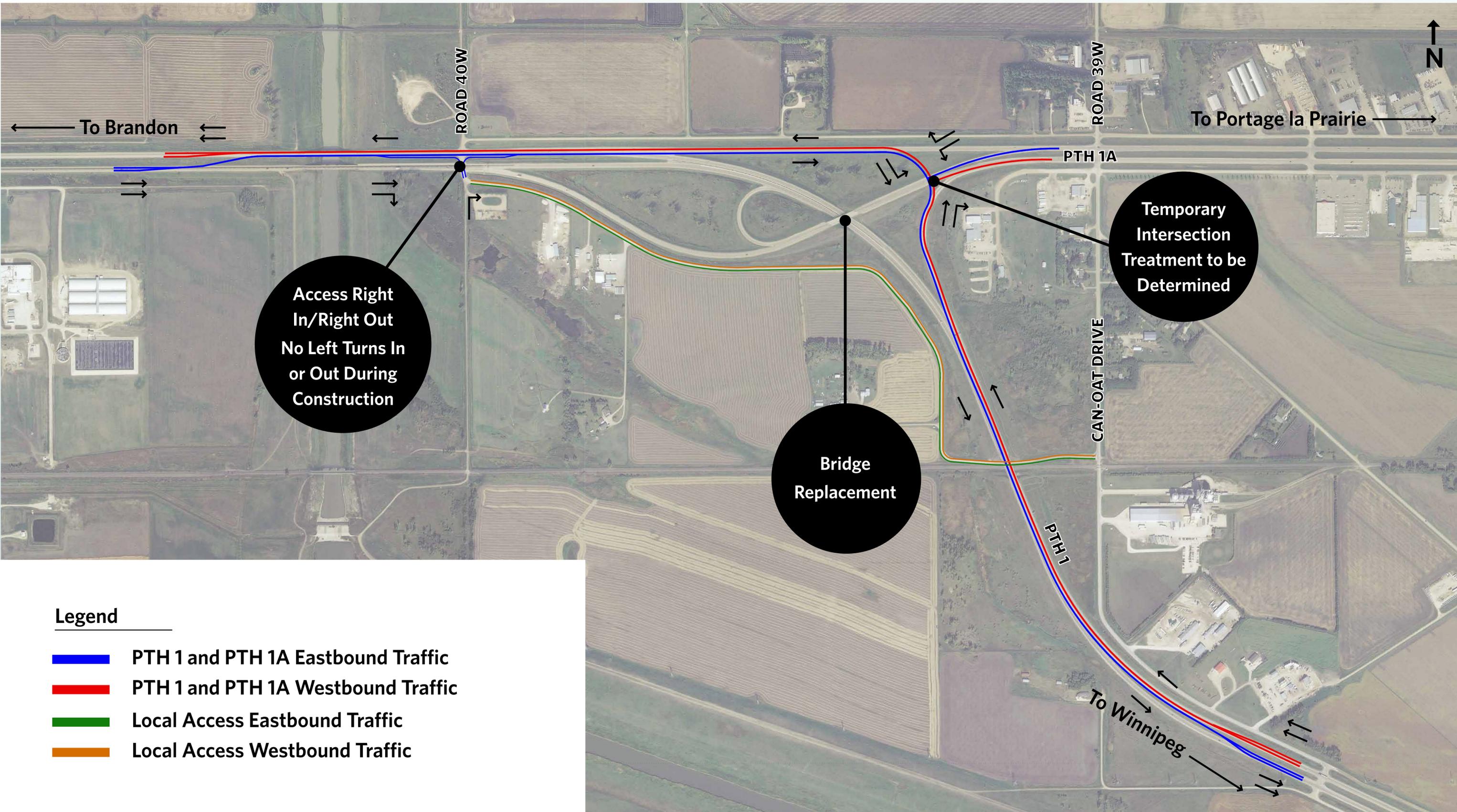
- Roundabouts unfamiliar to some drivers

INTERCHANGE ALTERNATIVE 2: ROUNDABOUTS



Alternative 2 roundabouts would be similar to the recently constructed PTH 2 and PTH 3 roundabout

POTENTIAL CONSTRUCTION DETOUR



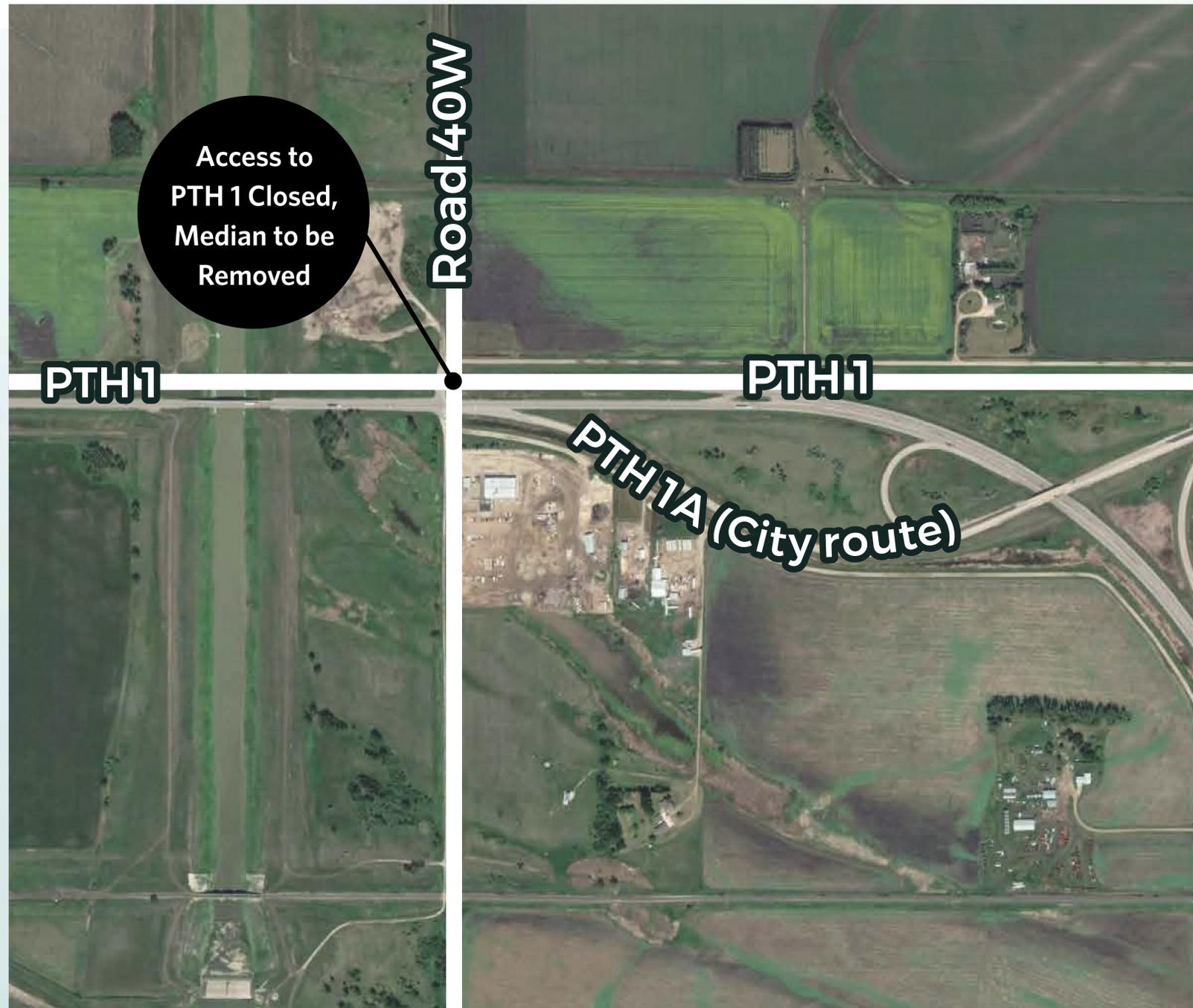
Access Right In/Right Out
No Left Turns In
or Out During
Construction

Bridge
Replacement

Temporary
Intersection
Treatment to be
Determined

Legend

-  PTH 1 and PTH 1A Eastbound Traffic
-  PTH 1 and PTH 1A Westbound Traffic
-  Local Access Eastbound Traffic
-  Local Access Westbound Traffic

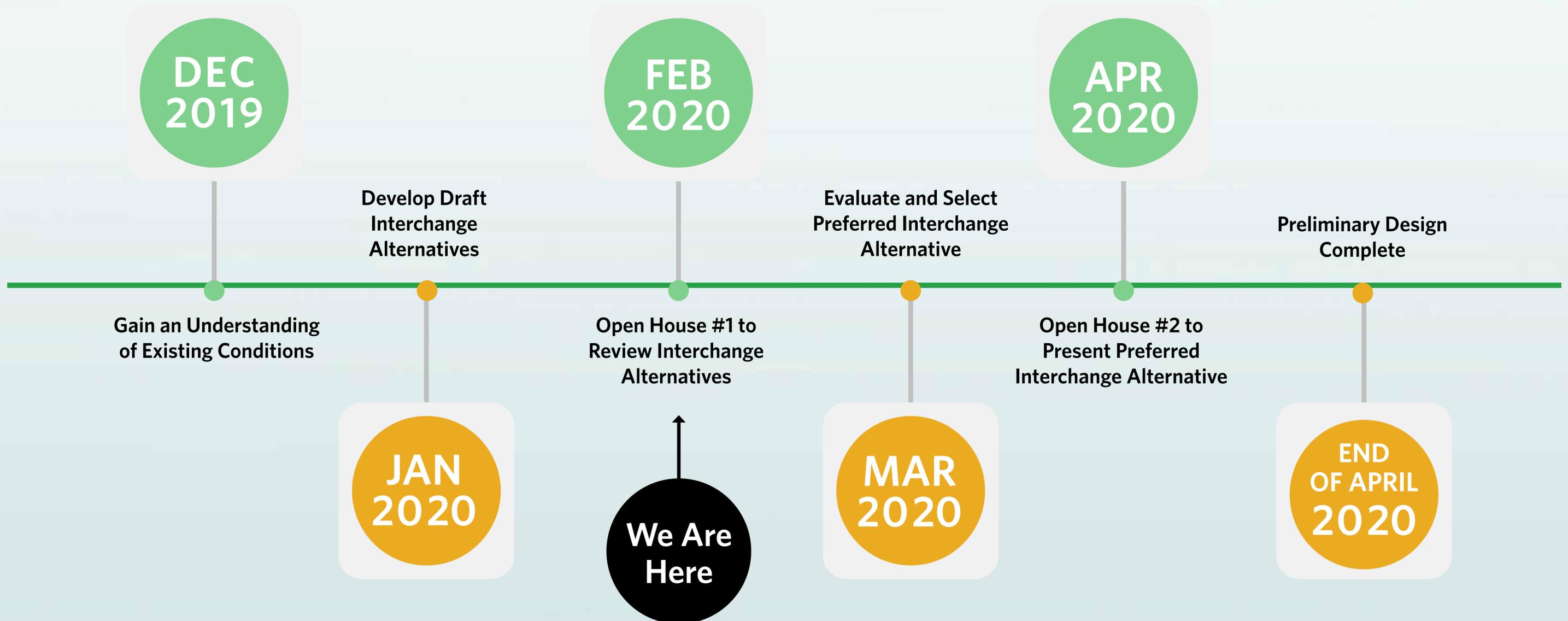


Due to safety concerns, the intersection at PTH 1 and Road 40 W will be closed in both of the proposed interchange alternatives.

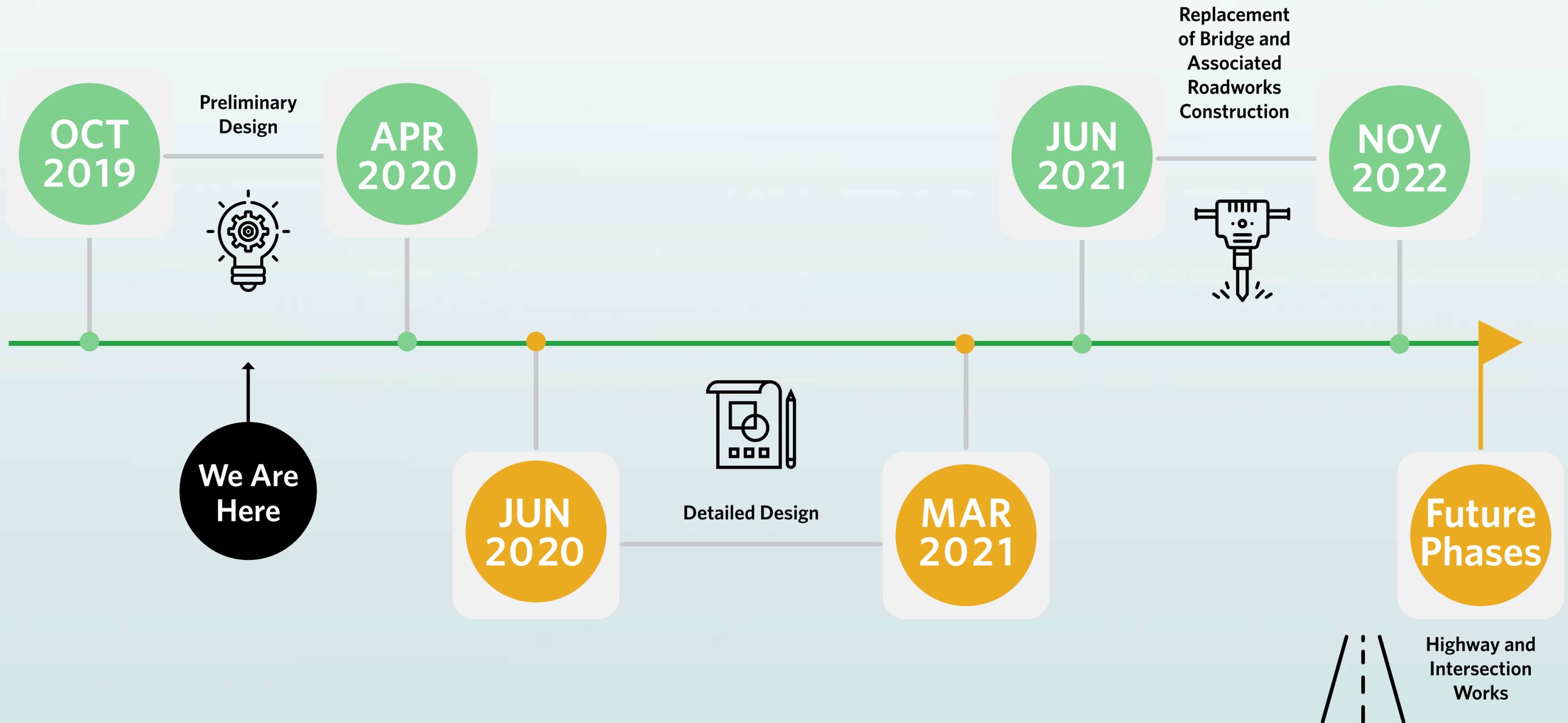
This will impact access to and from the lands to the south of the interchange.

Alternative access and routes will be provided for both of the proposed designs, as illustrated on the Interchange Alternative #1 and #2 drawings. The intersection will not be permanently closed until alternate access is provided via the interchange.

STUDY TIMELINE



OVERALL PROJECT TIMELINE





Chat with a member of the project team and ask any questions you may have.



Complete a comment sheet and leave it with us today or **email** it to lauren.lange@wsp.com



Complete the comment sheet as part of the project's **online survey** at: <https://www.gov.mb.ca/mit/wms/structures/design.html>



Join us at **Open House #2** in early April 2020 to learn more about the preferred interchange alternative.



Stay up-to-date on the project by **visiting the project webpage** at: <https://www.gov.mb.ca/mit/wms/structures/design.html>

Thank you for attending tonight's open house.

For additional information, please contact Lauren Lange at:

Email: lauren.lange@wsp.com

Telephone: (204) 943-3178

Or visit the project webpage at:

<https://www.gov.mb.ca/mit/wms/structures/design.html>

