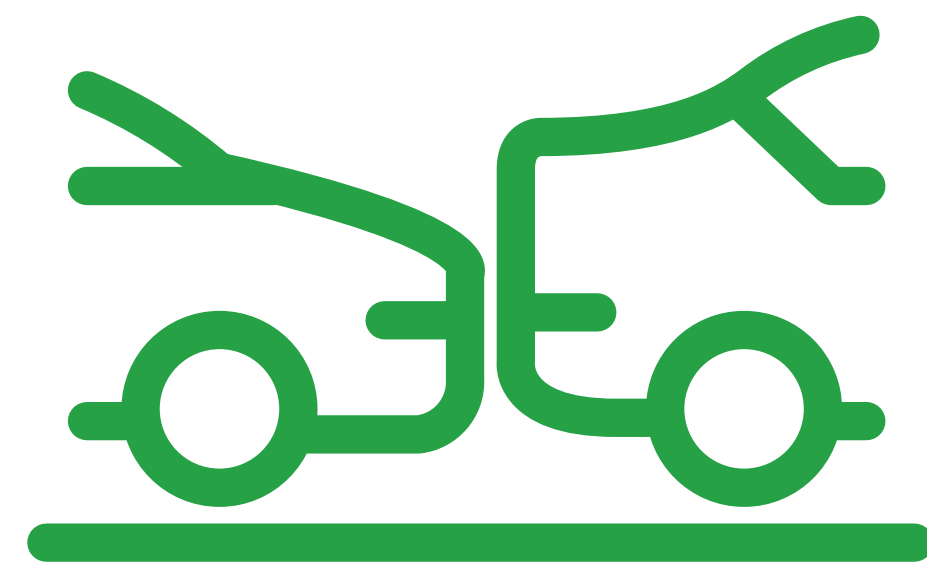


PTH 12 / PR 210 Intersection Improvements Functional Design Study

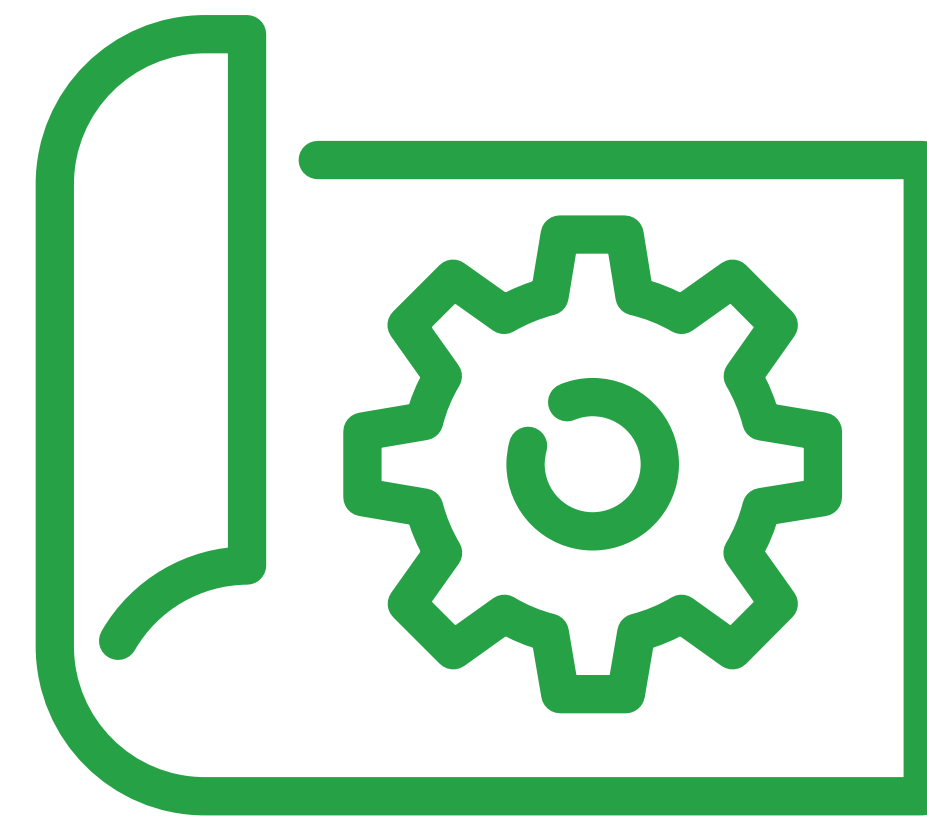
EngageMB Survey
July 2024



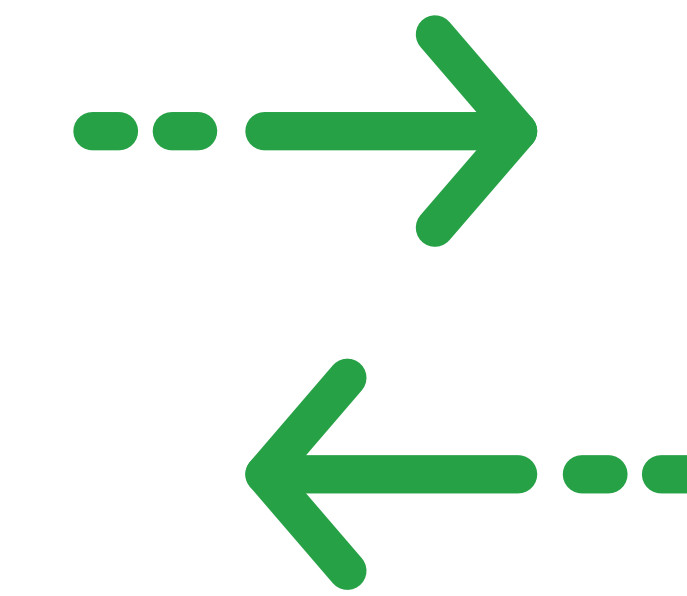
Purpose of the Study



Collisions have increased at PTH 12 and PR 210 intersection over the past five years.

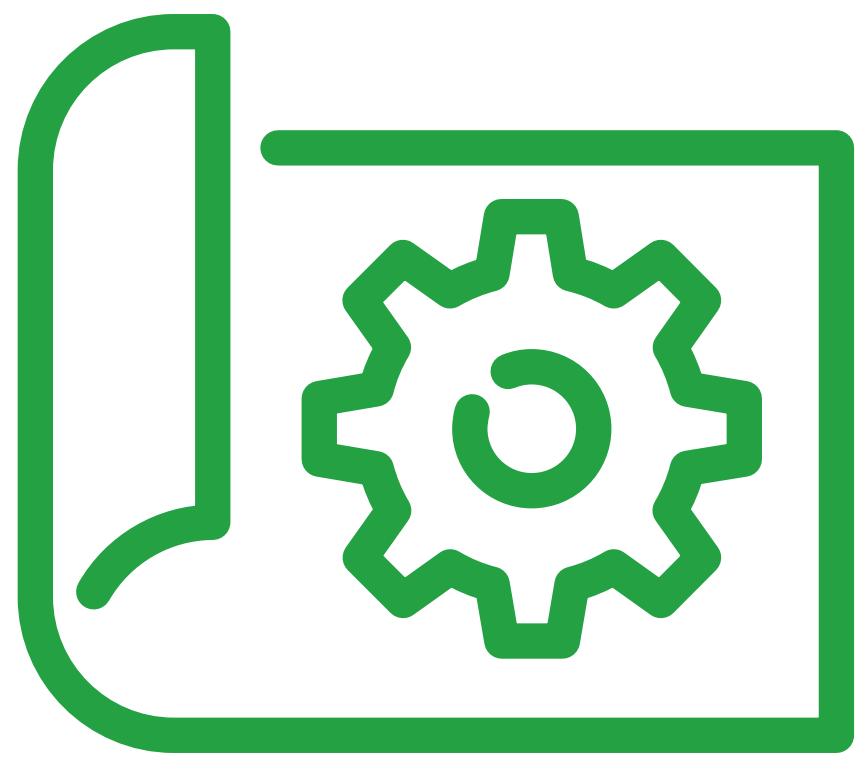


Manitoba Transportation and Infrastructure (MTI) is conducting a Functional Design Study to help make the intersection safer.



The study will consider intersection geometry and how to manage traffic to reduce collisions.

What is Functional Design?



Functional design is an early design phase which addresses traffic operations and safety issues.

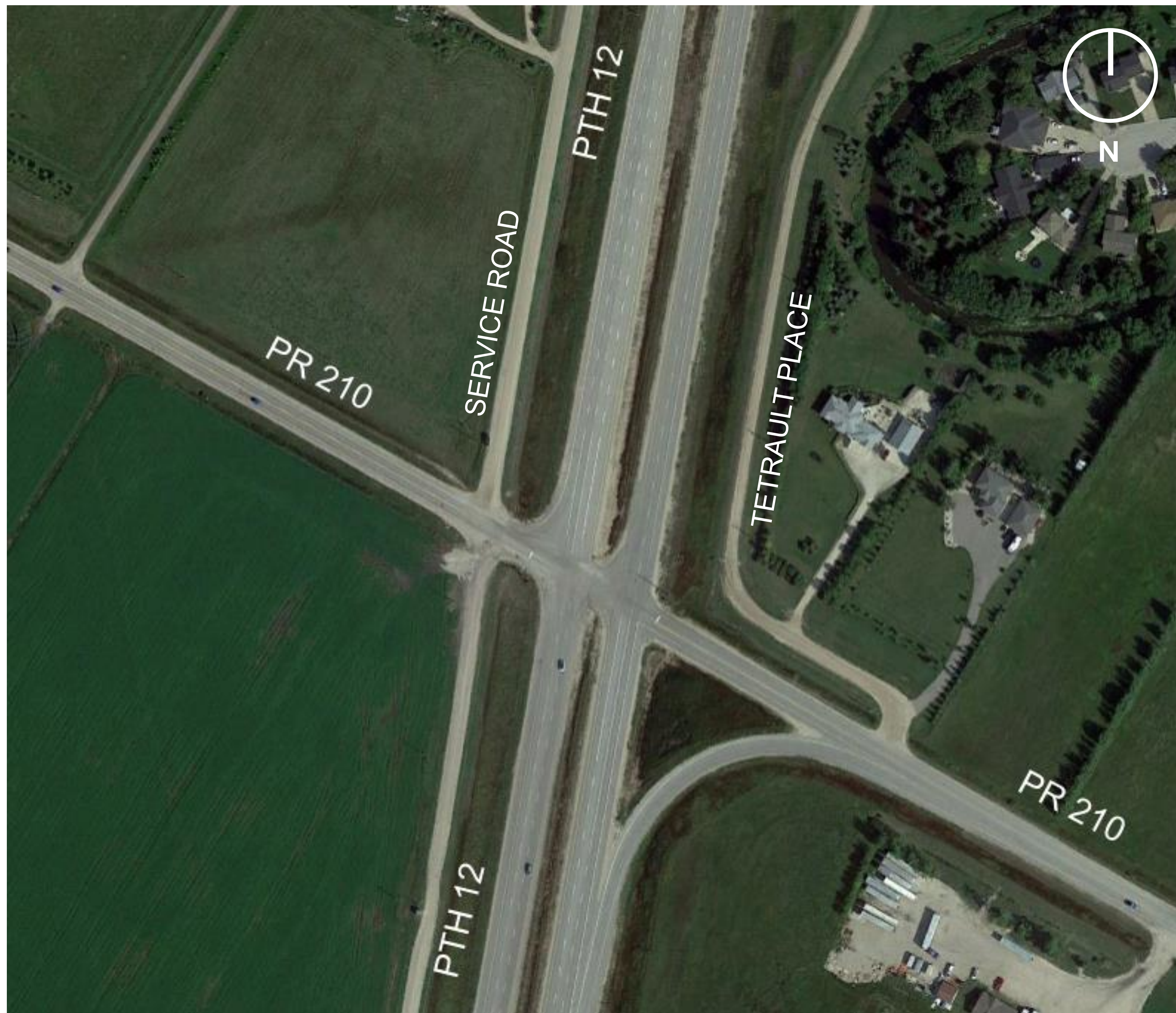


Several design alternatives are developed and evaluated, based on analyses, and public and stakeholder feedback, including the EngageMB survey.



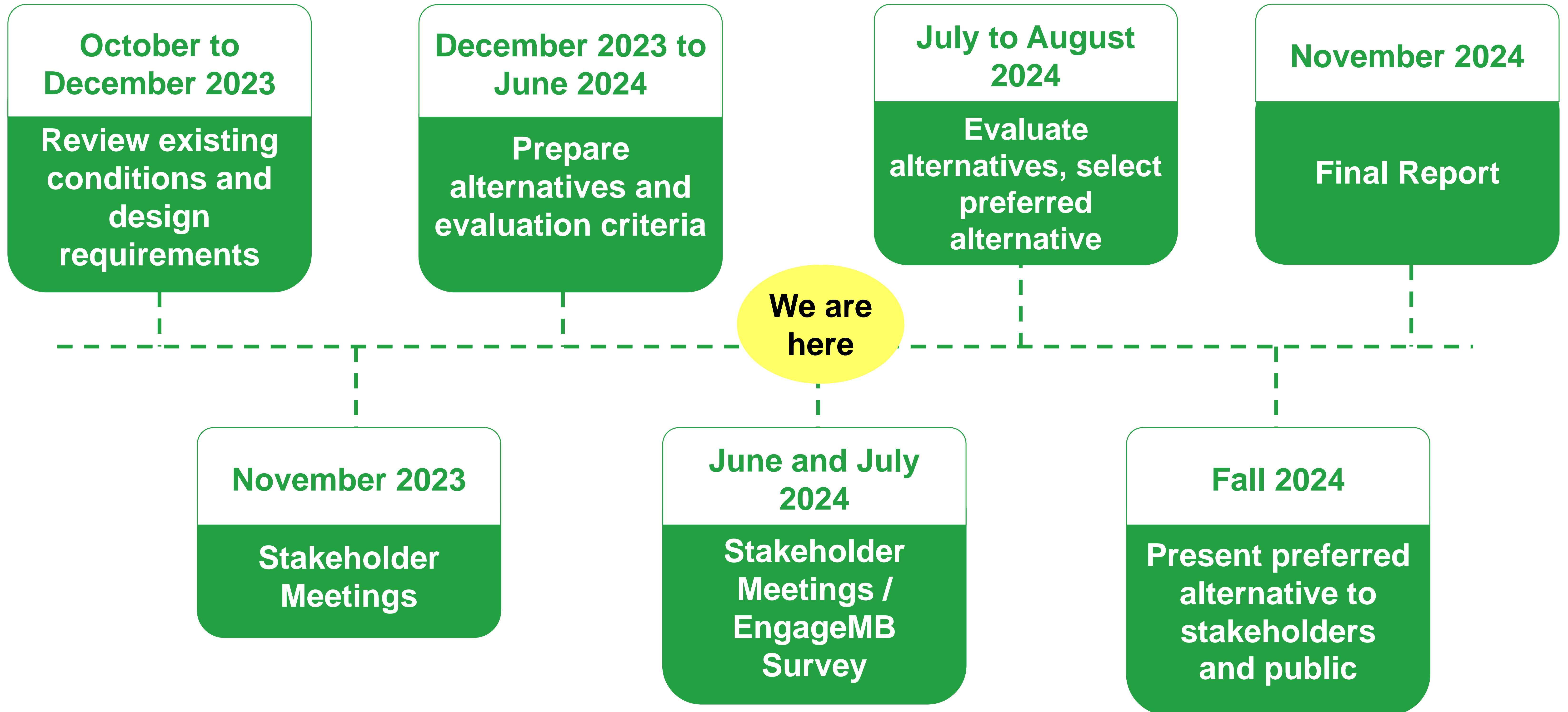
Based on evaluation, Manitoba Transportation and Infrastructure will select a preferred alternative, which will be refined to functional design level.

Existing PTH 12 at PR 210 Intersection



- No acceleration lanes for right turns from PR 210 onto PTH 12
- Northbound and southbound left turn lanes on PTH 12
- Left-turn median acceleration lane provided for westbound PR 210 to southbound PTH 12
- Stop signs at PR 210
- Skewed intersection
- Right-turn lane from northbound PTH 12 to PR 210

Study Timeline



Intersection Improvement Alternatives

Four alternatives that address most or all the intersection's safety and operational issues.

Alternative #1

**Median Half-Closure
(Option A)**

Alternative #2

**Median Half-Closure
(Option B)**

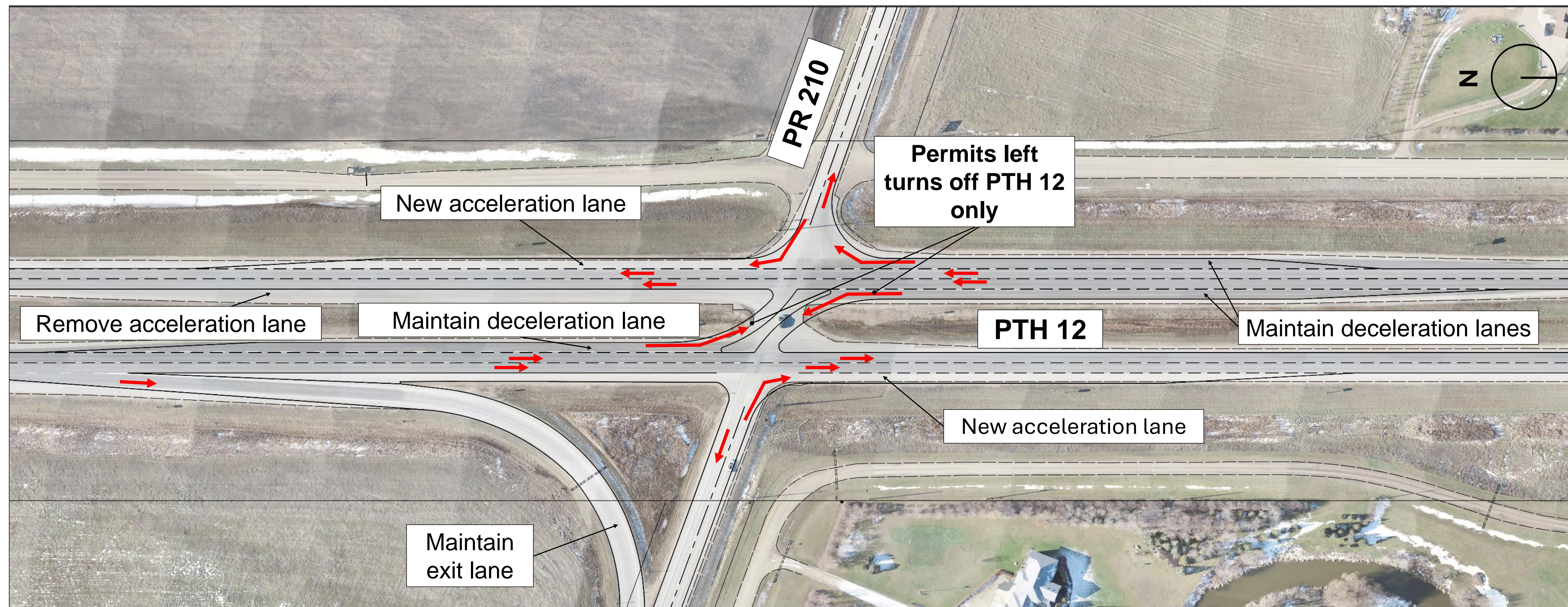
Alternative #3

**Median Full
Closure**

Alternative #4

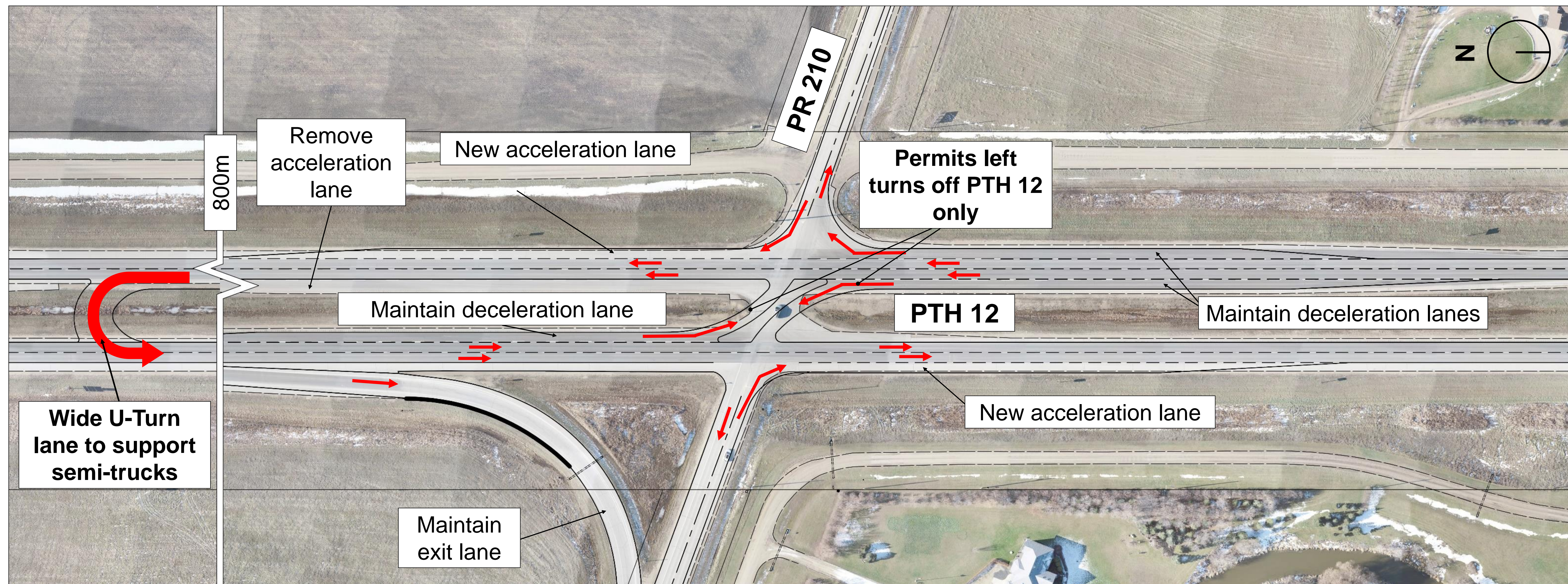
Roundabout

Alternative #1: Median Half-Closure (Option A)



Pros	Cons
<ul style="list-style-type: none"> • Addresses safety issues, can accommodate 2043 projected traffic volumes • Speed limit maintained on PTH 12 • Permits left, through, and right turns from PTH 12; permits right turns only from PR 210 • Promotes safer operations and turning movements in the median 	<ul style="list-style-type: none"> • Does not permit through and left-turn movements from PR 210 which must re-route to the PR 207 interchange • West side detour route is 6.9 km long, mostly gravel

Alternative #2: Median Half-Closure (Option B)



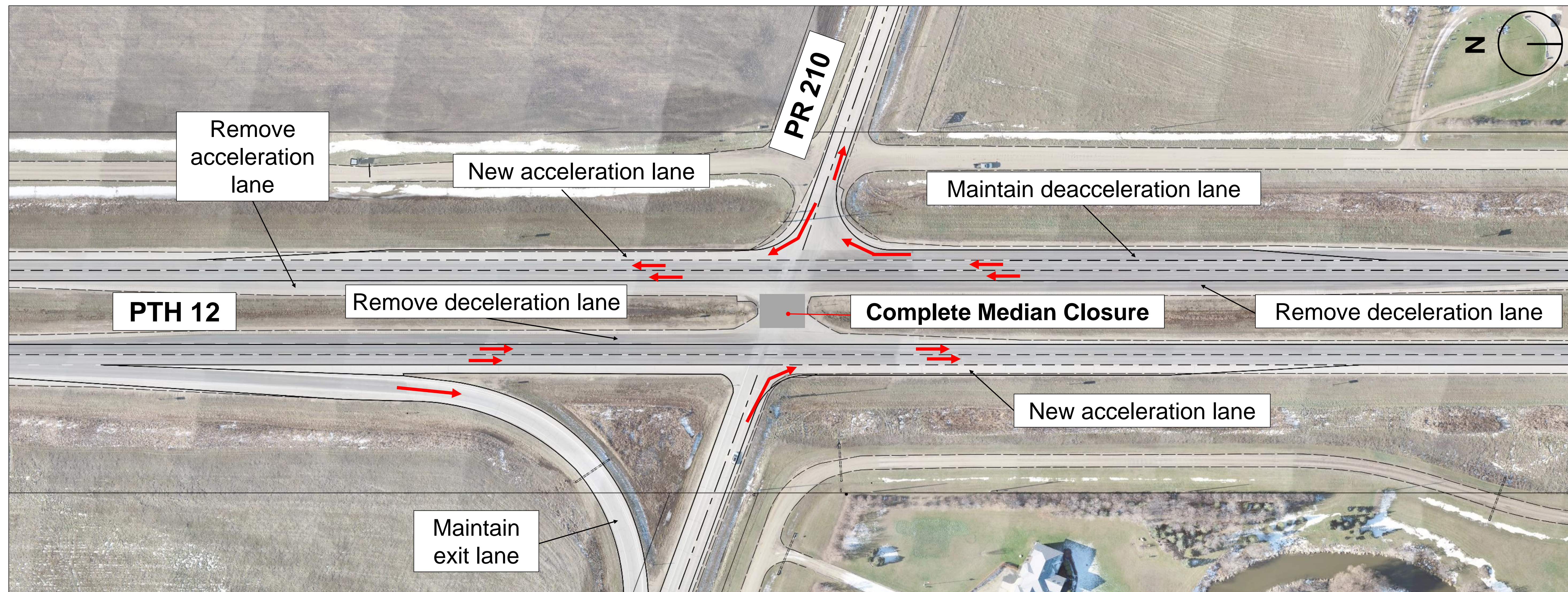
Pros

- Addresses traffic safety issues, can accommodate 2043 projected traffic volumes
- Avoids 6.9 km detour for eastbound traffic on PR 210 west of PTH 12
- Promotes safer operations and turning movements in the median

Cons

- Does not permit through and left-turn movements from PR 210
- U-turn may be confusing
- Speed on PTH 12 must be reduced to 80 km/hr due to U-turn movement
- Likely requires minor realignment of PTH 12 to accommodate U-turn movements

Alternative #3: Median Full Closure



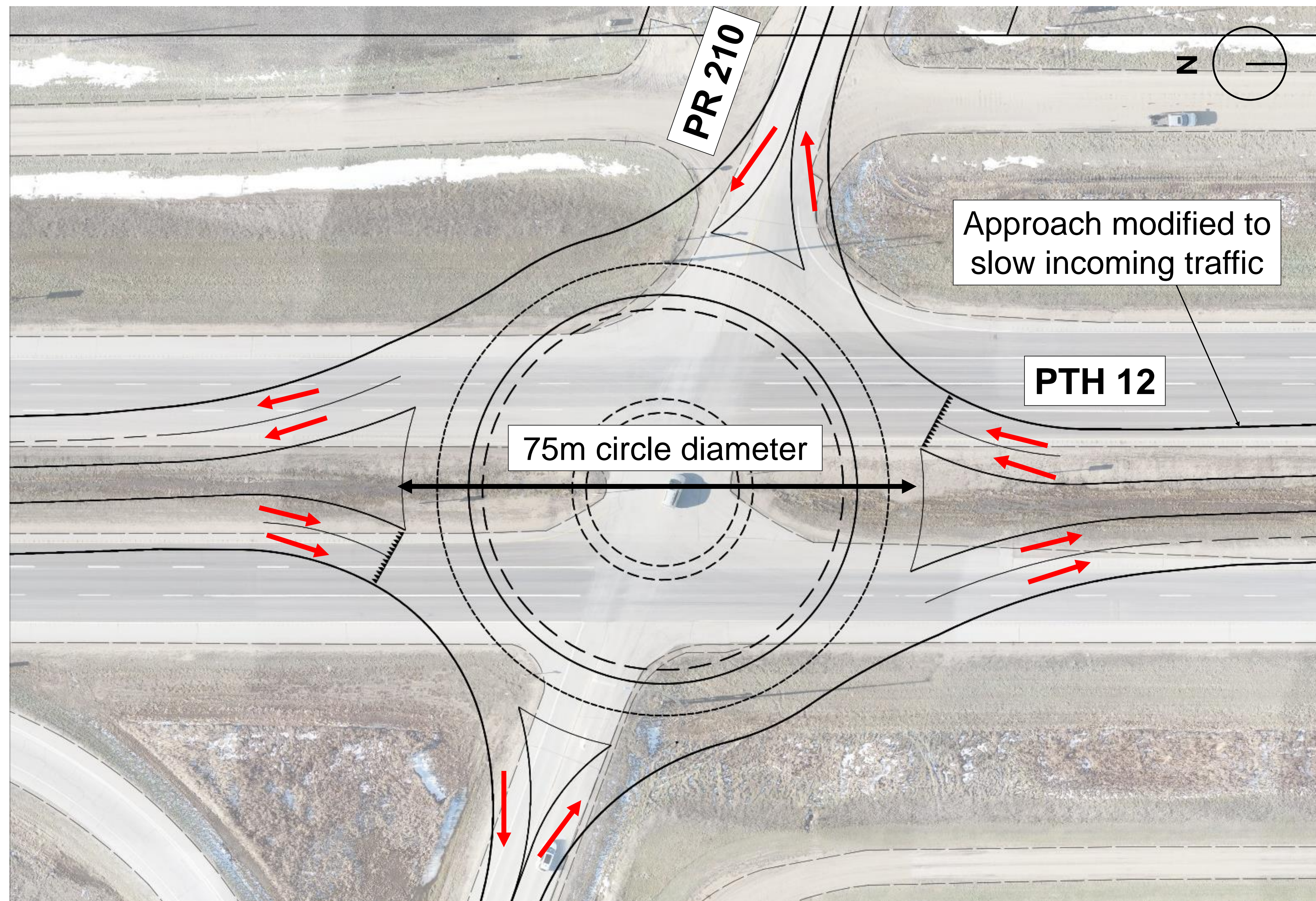
Pros

- Addresses traffic safety issues, reduces intersection conflict points, can accommodate 2043 projected traffic volumes
- Maintains speed limit on PTH 12
- Eliminates through and left movements from PR 210 associated with right-angle collisions

Cons

- All left-turn movements from PTH 12 and through and left movements from PR 210 must re-route to the PR 207 interchange
- West side detour route is 6.9 km long, mostly gravel

Alternative #4: Roundabout



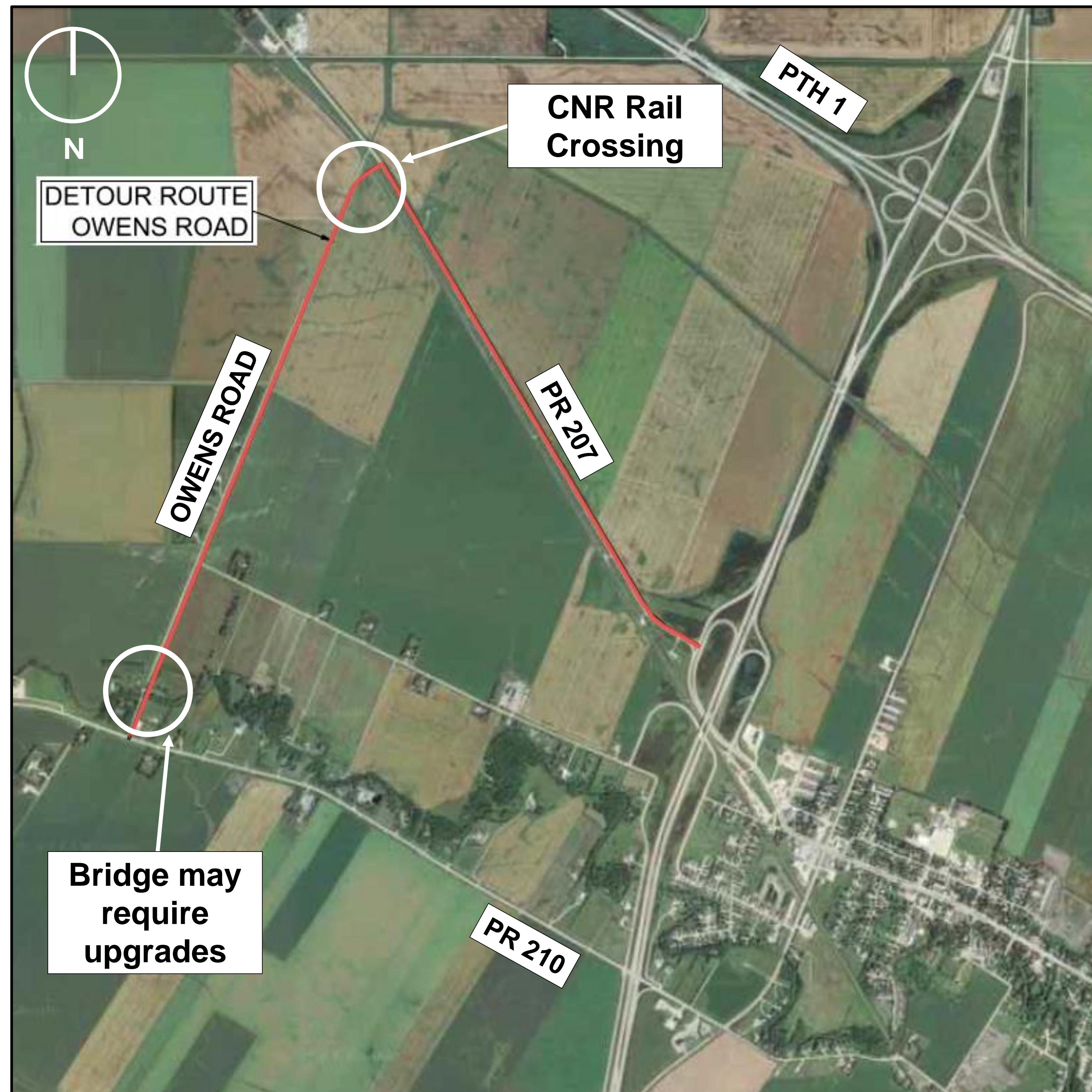
Pros

- Addresses traffic safety issues, can accommodate 2043 projected traffic volumes
- All turning movements from PTH 12 and PR 210 are maintained
- Anticipated to reduce injury and fatal collision rates

Cons

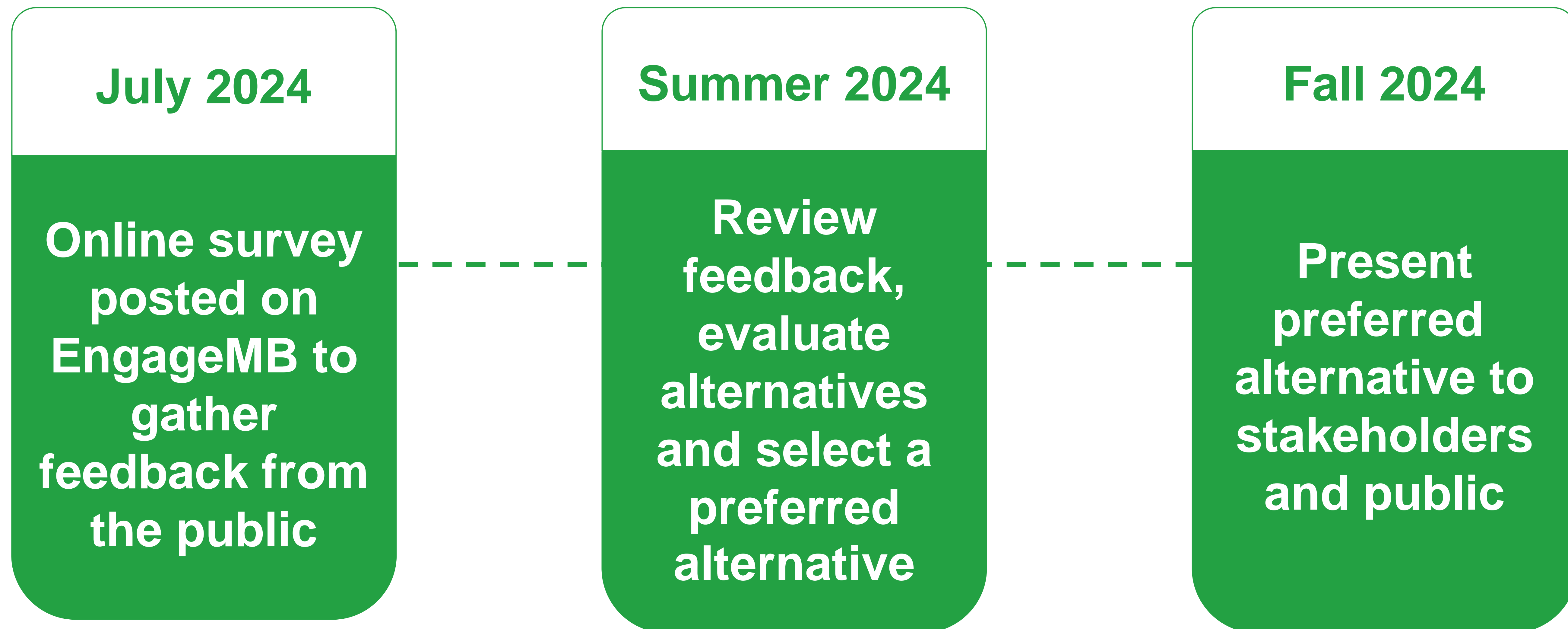
- Approaching roundabout PTH 12 speed limit reduced from 100 km/hour to 80 km/hour
- Further speed reduction when entering the roundabout, 30 to 40 km/hour
- Large trucks, especially long combination vehicles, will more than likely need to come to a very low speed or complete stop before entering the roundabout
- Anticipated to increase overall collision rate, but collisions expected to be less severe

West Side Detour



- This detour plan could be implemented if Alternative #1 or #3 are selected
- Vehicles can only turn right from PR 210 to PTH 12
- Vehicles travelling east on PR 210 that wish to travel north on PTH 12 must detour 6.9 km to the PR 207 interchange
- The detour road is mostly gravel
- Bridge upgrade may be required on Owens Road
- May require minor realignment of Owens Road and PR 207 intersection to reduce skew angle

Next Steps



Thank You

Thank you for participating in the EngageMB Survey.

For additional information, please contact:

Hannah Surgenor, Engagement Support
E: Hannah.ShirtliffSurgenor@aecocom.com