

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

Engagement round 2B
Summer 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:

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

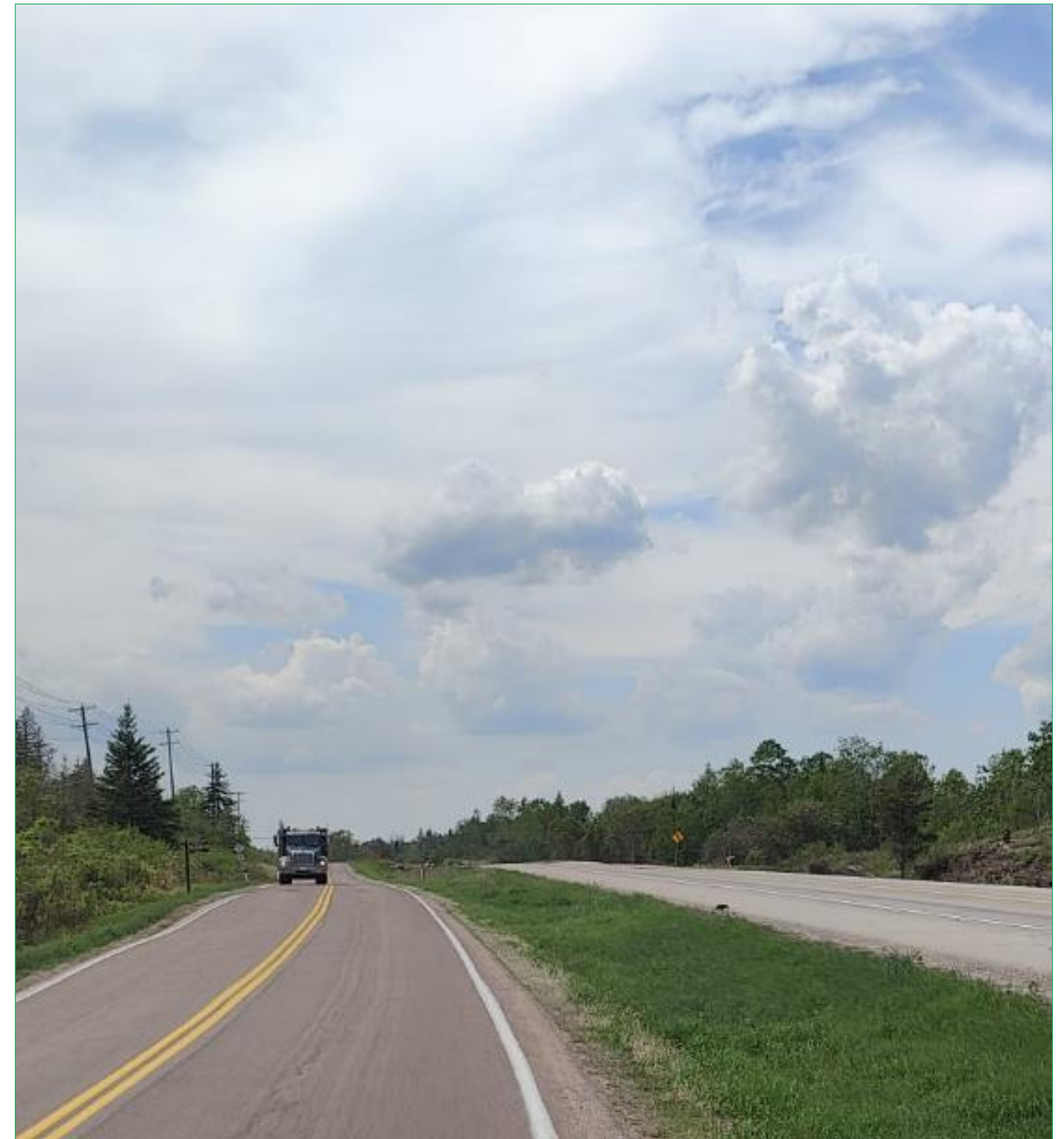


Background

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The objective of the project is to prepare a design concept to upgrade 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 peak travel times;
- 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.
- Manitoba Transportation and Infrastructure (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 scale, 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.



Rights Holders & Stakeholders

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Ongoing discussions with Indigenous Rights Holders will continue and Indigenous Rights Holders will be invited to participate in other project meetings.

Numerous stakeholders are likely to have an interest in this project, including:

- Local landowners and businesses potentially impacted by access rationalization or land acquisition
- Provincial government authorities
- Cottagers associations
- Chambers of commerce
- Emergency services
- Utility companies
- Manitoba Water Stewardship
- Active transportation groups
- School divisions
- Interested groups or associations
- Others as identified through the process

Opportunities are being provided for all Rights Holders and stakeholders to offer perspectives and feedback before a preferred corridor is selected and refined. This feedback will be helpful for Manitoba to decide which alternative to advance to the next stage of design.

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
- Highway design standards
- 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)

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MTI is in ongoing conversations with Indigenous Rights Holders, working to ensure all interests are carefully considered. Valuable comments have been offered throughout the project by a number of First Nations and the Manitoba Métis Federation, which represent important perspectives for the study team to carefully consider, including:

- The importance of effectively engaging Indigenous Nations;
- The need for meaningful consultation with Indigenous Nations;
- Indigenous Nations 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 Nations 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 respect for Indigenous laws; and
- Recognition and respect for Anishinaabe Laws, including the Manito Aki Inakonigaawin (Great Earth Law).

What we heard (Stakeholders)

At the first and second round of stakeholder engagement meetings in July 2023 and February 2025, comments were offered by participants. The following common themes 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;
- Consider environmental impacts, wildlife corridors, and boreal forest;
- Desire to see speed limit reduction on PTH 1E to increase safety and reduce wildlife strikes;
- Consider impacts to trap lines;
- Concern about trail network disruption and desire to see improvements;
- Concern about historic traffic volume increases;
- Consider provincial park and golf course impacts;
- Consider complex soil conditions to the north of Barren Lake;
- Consider flooding risks of any alternative;
- Consider pipeline infrastructure in the area;
- Concerns about impacts to existing tourism generators;
- Concern about reducing the number of access options to lakes;
- Concern about property values and leasing impacts of any alternative;
- Question about impacts to weigh scale operations;
- Question about long-term sustainability and environmental resilience;
- Questions about construction timeframes; and
- Questions about costs of any of the alternatives.

What we heard (Public)

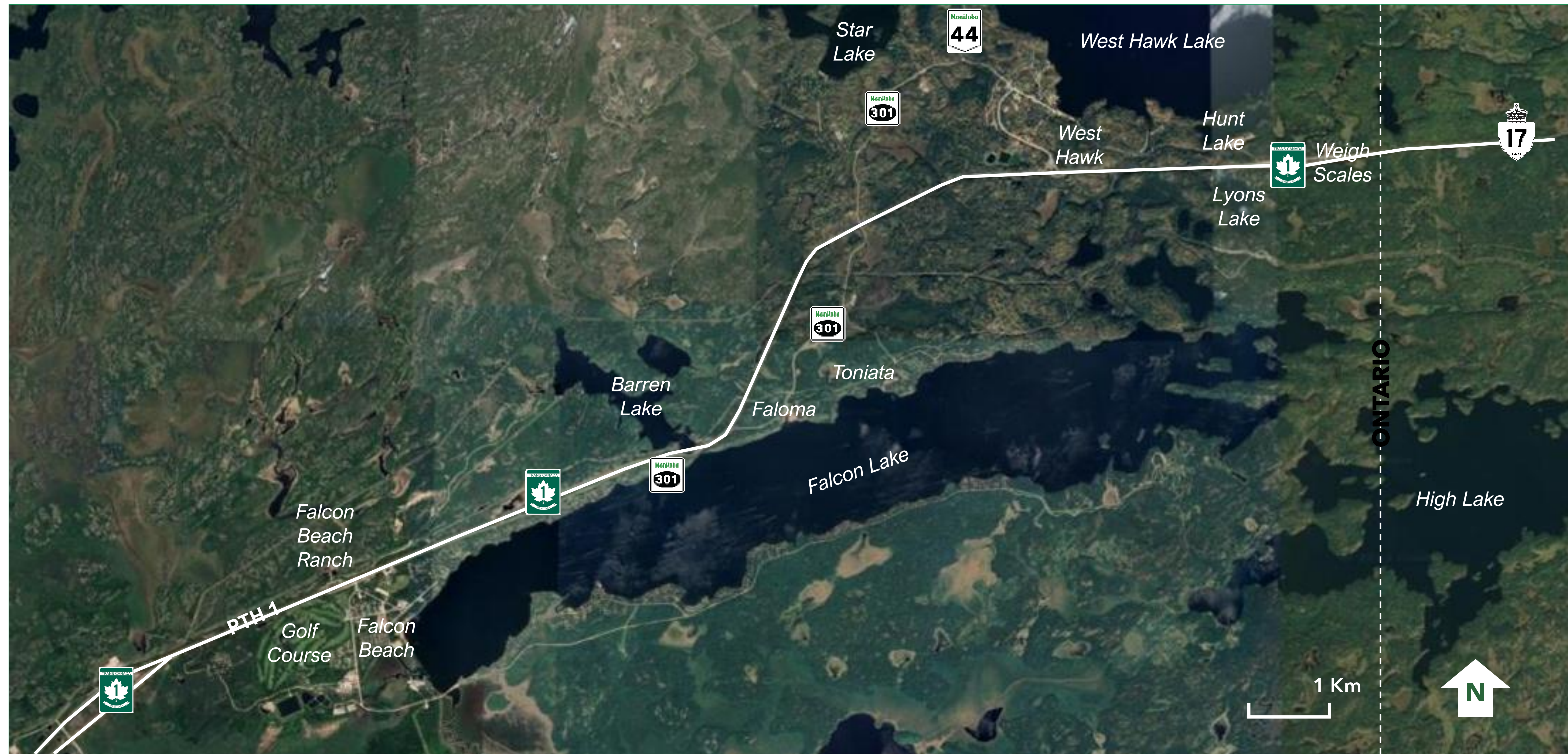
At the previous round of engagement in February 2025, comments were offered by the public through EngageMB. The following common themes are considered important perspectives for the study team to carefully consider:

- Positive comments about safety increase on PTH 1E;
- Positive comments about improved traffic flow to Ontario;
- Concerns about impacts to Falcon Beach townsite access;
- Concerns about disruption of the natural environment and wildlife;
- Concerns about loss of forested areas;
- Concerns about impacts to trail network;
- Concerns about potential increase of noise and pollution;
- Concerns about traffic re-routing during construction;
- Concerns about impacts to cottage owners (e.g., leases);
- Concerns about impacts to tourism and Whiteshell Park users;
- Concerns about impacts to Falcon Beach Ranch and golf course;
- Concerns about navigation and maintenance of new corridor;
- Desire to see wildlife protection and noise mitigation features incorporated into the design;
- Desire to see speed limit reduction and signage updates along PTH 1E; and
- Desire to see the project start as soon as possible to improve safety and traffic flow.

Study area map

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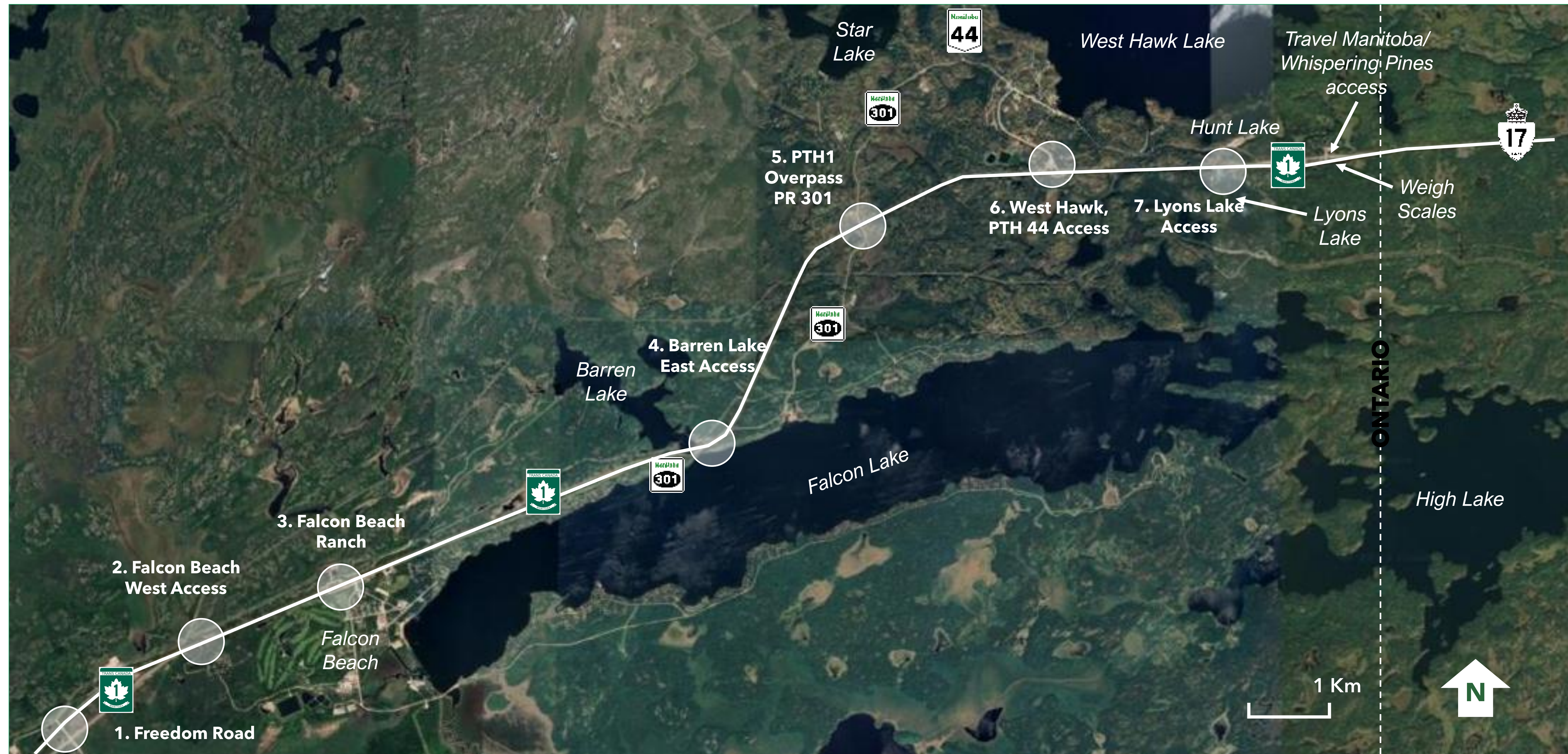
This image illustrates the project area:



Intersections assessment

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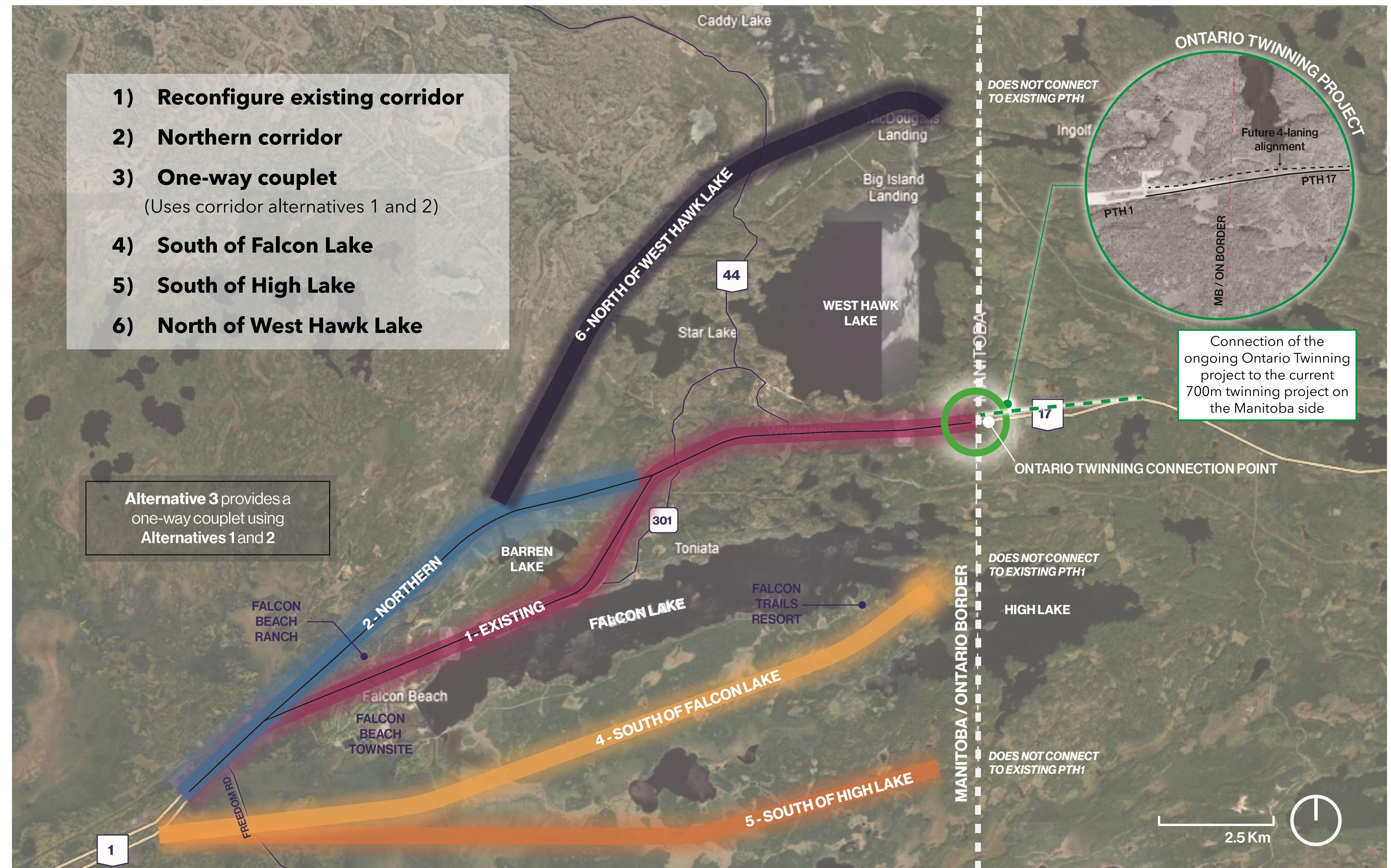
This image illustrates the seven key intersections of the project area. These intersections may need to be modified depending on the selection of a preferred corridor.



Corridor alternatives that have been reviewed

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- This slide illustrates the six corridor alternatives under review.



Corridor alternatives evaluation

- This slide illustrates the many considerations provided to date for evaluating alternatives at a high level; all considerations are important.
- MTI has requested Rights Holders to complete Traditional Knowledge Land Use and Occupancy 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 more detailed corridor alternatives is completed, a preferred corridor will be identified.

- Topics raised to date 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; further considerations are to be added, and further discussions or research may result in modified ratings (blue dashed boxes).
- 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 recently completed (red dashed box).

Conceptual design study PTH 1E
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PTH 1E TWINNING CDS Options Evaluation Criteria Working Draft - April 15, 2025		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. North of Existing	b. South of Existing	c. Over south part of Barren	a. West of Pipeline	b. East of Ranch	a. West of Pipeline	b. East of Ranch	South of Falcon	South of High Lake	Uses part of 2a West of Pipeline	Uses part of 2b east of Ranch	And improve geometry/safety
Preliminary Totals		63	56	41	56	39	54	36					Yes
Ties in with Ontario twinning project		Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes
Social - Environmental - Land	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 identified by Indigenous interests												
	Environmental licensing complexity	Moderate	Moderate	Higher	Higher	Higher	Higher	Higher					
	Cultural and heritage Impact (including hunting)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	Most Potential	Some potential	Most Potential	Most Potential	Least potential
	Environmental Impact - Birds	Least	Least	Least	Moderate	Moderate	Moderate	Moderate	Most	Most	Most	Most	Least
	Environmental Impact - Fish	Moderate	Least	Moderate	Moderate	Moderate	Moderate	Moderate	Most	Most	Most	Most	Least
	Environmental Impact - Wildlife	Least	Least	Least	Moderate	Moderate	Moderate	Moderate	Most	Most	Most	Most	Least
	Environmental Impact - Vegetation	Least	Least	Least	Moderate	Moderate	Moderate	Moderate	Most	Most	Most	Most	Least
	Environmental Impact - Water quality/riparian	Moderate	Least	Moderate	Moderate	Moderate	Moderate	Moderate	Most	Most	Most	Most	Least
	Environmental Impact - Wetlands	Moderate	Moderate	Moderate	More	More	More	More	Most	Most	Most	Most	Moderate
	Climate Impact (greenhouse gases from travel time)	Low	Low	Low	Low	Low	Low	Low	Moderate	Moderate	Most	Most	Least
	Climate Change (short-term greenhouse gases release)	Low	Low	Low	Moderate	Moderate	Moderate	Moderate					
	Climate Change resilience (route redundancy)	OK	OK	OK	OK	OK	Better	Better					
	Watershed drainage Impacts	Least	Least	Moderate	More	More	More	More	Most	Most	Most	Most	Least
	Accommodates emergency response	Better	Better	Better	Better	Better	OK	OK	Best	Best	Best	Best	OK
	Traffic accommodation during construction	OK	OK	OK	Best	Best	OK	OK	Moderate	Moderate	Moderate	Moderate	Difficult
	Construction disruption to communities	More	More	More	Least	Least	Moderate	Moderate					Most
	Impacts to Golf Course	Least	More	Least	loss of exposure	loss of exposure	loss of exposure	Least					
	Impacts to Ranch Site	Moderate	Least	Moderate	Least	More	Least	More					
	Impacts to Ranch trails	Least	Least	Moderate	Least	More	Least	More					
	Impacts to Barren L Cottages - North	Least	Least	More	Least	More	Least	More					
	Impacts to Barren L Cottages - Middle West	Least	Least	More	Least	Moderate	Least	Moderate					
	Impacts to Barren L Cottages - Southeast Pinch Point	More	Moderate	More	Least	Least	Least	Least					
	Impacts to Falcon L Cottages - Pinch Point	Moderate	More		Least	Least	Least	Least					
	Impacts to Falcon L Lakeshore Campground	Moderate	More	Moderate	Least	Least	Least	Least					
	Impacts to Falcon L Community centre, RCMP, school, etc.	Moderate	More	Moderate	Least	Moderate	Moderate	Moderate					
	Impacts to Lyons Lake	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate					
	Impacts to West Hawk Township	Access	Access	Access	Access	Access	Access	Access					
	Impacts to Whispering Pines Trailer Park	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate					
	Impacts to Travel Manitoba	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate					
	Disruption to existing trail/AT network/snowmobile	Moderate	Moderate	Moderate	More	More	More	More	Most	Moderate	Most	Most	Moderate
	Disruption to trapline areas	Some	Some	Some	Most Potential	Most Potential	Most Potential	Most Potential	Most Potential	Most Potential	Most Potential	Most Potential	Least potential
	Likelihood of acquisition/leases/mining claims	Higher	Higher	Higher	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
	Enhanced Visitor/Tourist Experience	Good	Good	Good	Better	Better	Good	Good					
	Improves trade	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Longer	Longer	No Change
	Local business benefit	Better	Better	Better	Least	Least	Moderate	Least	Least	Least	Least	Least	Best
Engineering	Improves safety	Yes	Yes	Yes	Yes	Yes	Yes	Yes					Least
	Allows for highway design standards to be met	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Not as good
	Enhances PTH 1 uniformity across Canada (twinning)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Allows for increased capacity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Reduces congestion/increases efficiency	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
	Local access management	Good	Good	Good	Less	Less	Less	Less	Good	Good	Good	Good	Good
	Continuity / directness - regional	Good	Good	Good	Good	Good	Good	Good	Good	Good	OK	OK	OK
	PTH 44/ PR 301 connectivity	Best	Best	Best	Best	Best	Best	Best	Poor	Poor	Better	Better	Best
	Separates park/highway users	Moderate	Moderate	Moderate	Better	Better	Moderate	Moderate	Best	Best	Poor	Poor	Poor
	Risks associated with physical unknowns	Moderate	Moderate	Higher	Moderate	Moderate	Moderate	Moderate	Higher	Higher	Higher	Higher	Lower
	Conserves materials	Moderate	Moderate	Moderate	Poor	Poor	Moderate	Moderate	Poor	Poor	Poor	Poor	Best
	Length of road to be built	Least	Least	Least	Moderate	Moderate	Moderate	Moderate	Most	Most	Most	Most	Least
	Improves driver expectations	Somewhat	Somewhat	Somewhat	Better	Better	Somewhat	Somewhat	Yes	Yes	Yes	Yes	Best
	Geotechnical risk	Moderate	Moderate	Higher	Higher	Higher	less	less	Higher	Higher	Higher	Higher	Highest
	Blasting risk (existing infrastructure)	Higher	Higher	Higher	Moderate	Moderate	Higher	Higher					
	Challenges with existing pipelines/utilities	More	More	More	Moderate	More	Moderate	Most	Some	Some	Most	Most	Some
	Washout risk/operational reliability	OK	OK	OK	OK	OK	redundancy	redundancy					
	Accommodates future interchanges	OK	OK	OK	OK	OK	OK	OK					Not as good
	Opportunity to fix Hamilton drain	Better	Better	Better	OK	OK	Better	Better					
	Construction staging opportunity	Least	Least	Least	More	More	Somewhat	Somewhat					
	Construction access	Better	Better	Better	OK	OK	OK	OK					
	Bridge construction difficulty	Moderate	Moderate	More	Moderate	Moderate	Moderate	Moderate					
	Other												
	Other												
Cost		Probable Cost Comparison	Moderate	Moderate	Higher	Moderate	Moderate	Moderate	Higher	Higher	Higher	Higher	Lower

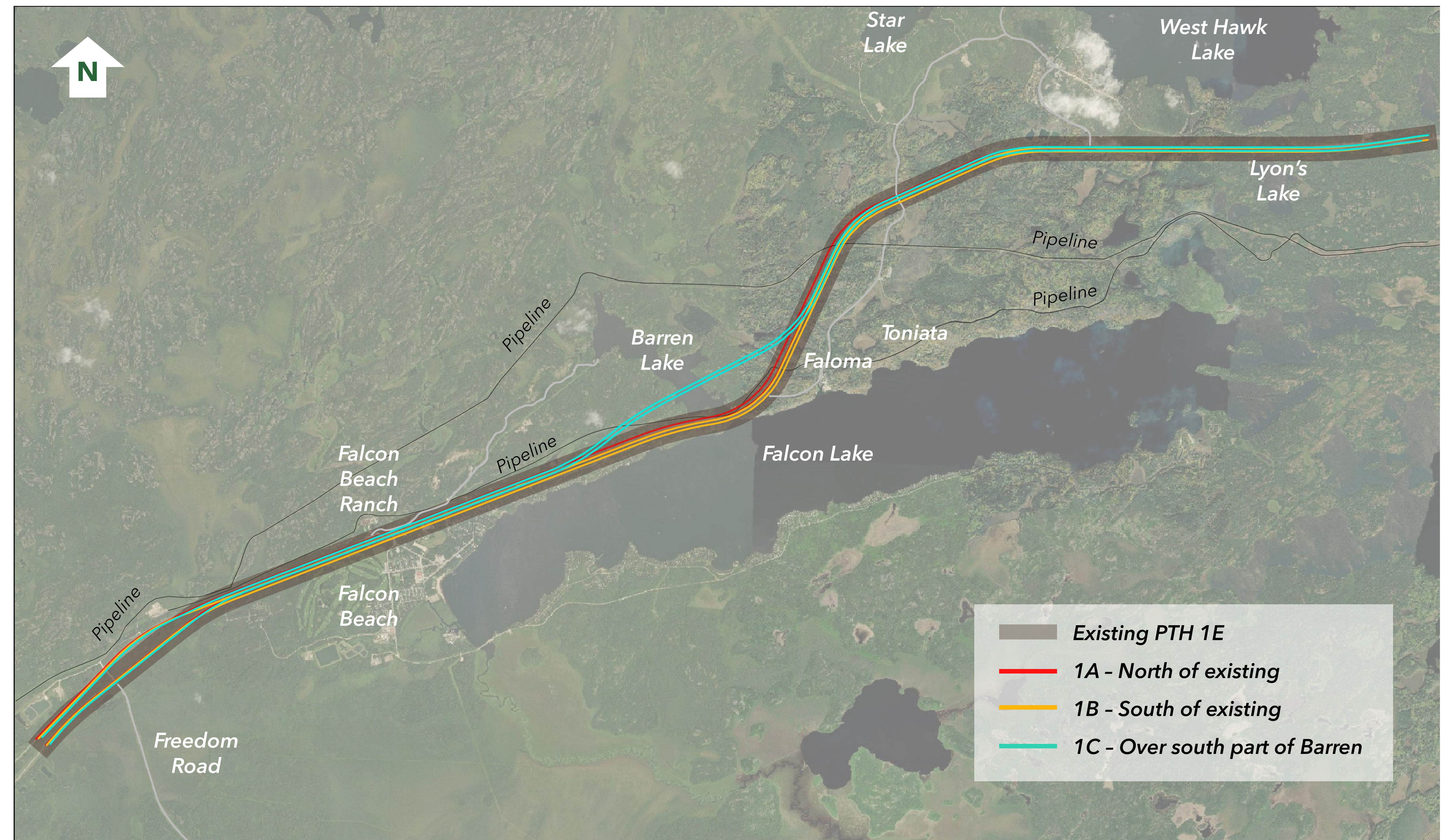
Corridor alternative 1 (Reconfigure existing corridor)

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This slide illustrates a more detailed corridor alternative 1.

Three variations of this corridor have been identified for further evaluation:

- 1A - Add two lanes just north of the existing lanes (red)
- 1B - Add two lanes just south of the existing lanes (yellow)
- 1C - New four lanes over south part of Barren Lake (blue)



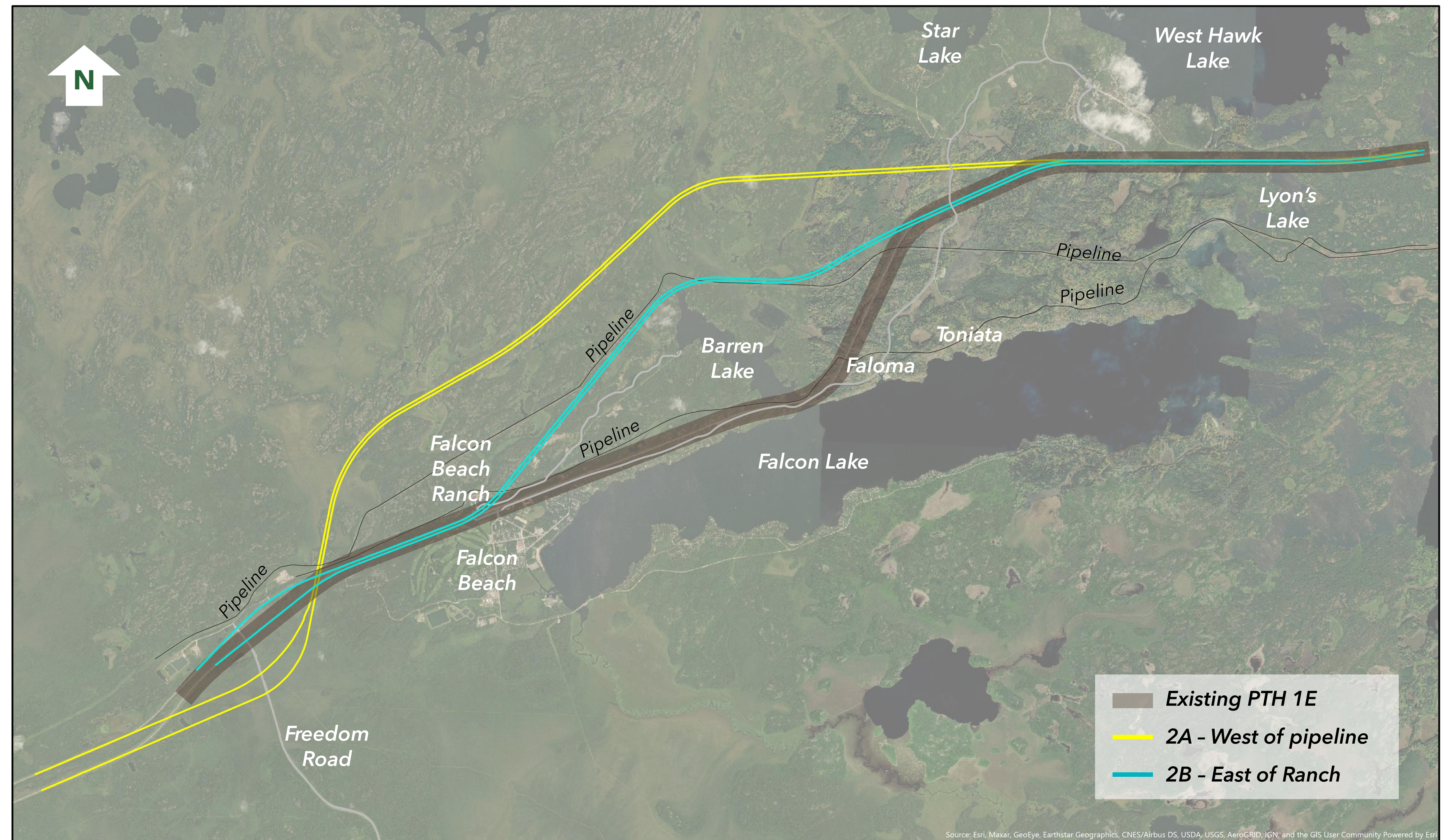
Corridor alternative 2 (Northern corridor)

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This slide illustrates a more detailed corridor alternative 2.

Two variations of this corridor have been identified for further evaluation:

- 2A - Add four new lanes west of the existing pipeline; existing PTH 1 becomes a local park road
- 2B - Add four new lanes just east of Falcon Beach Ranch site; existing PTH 1 becomes a local park road



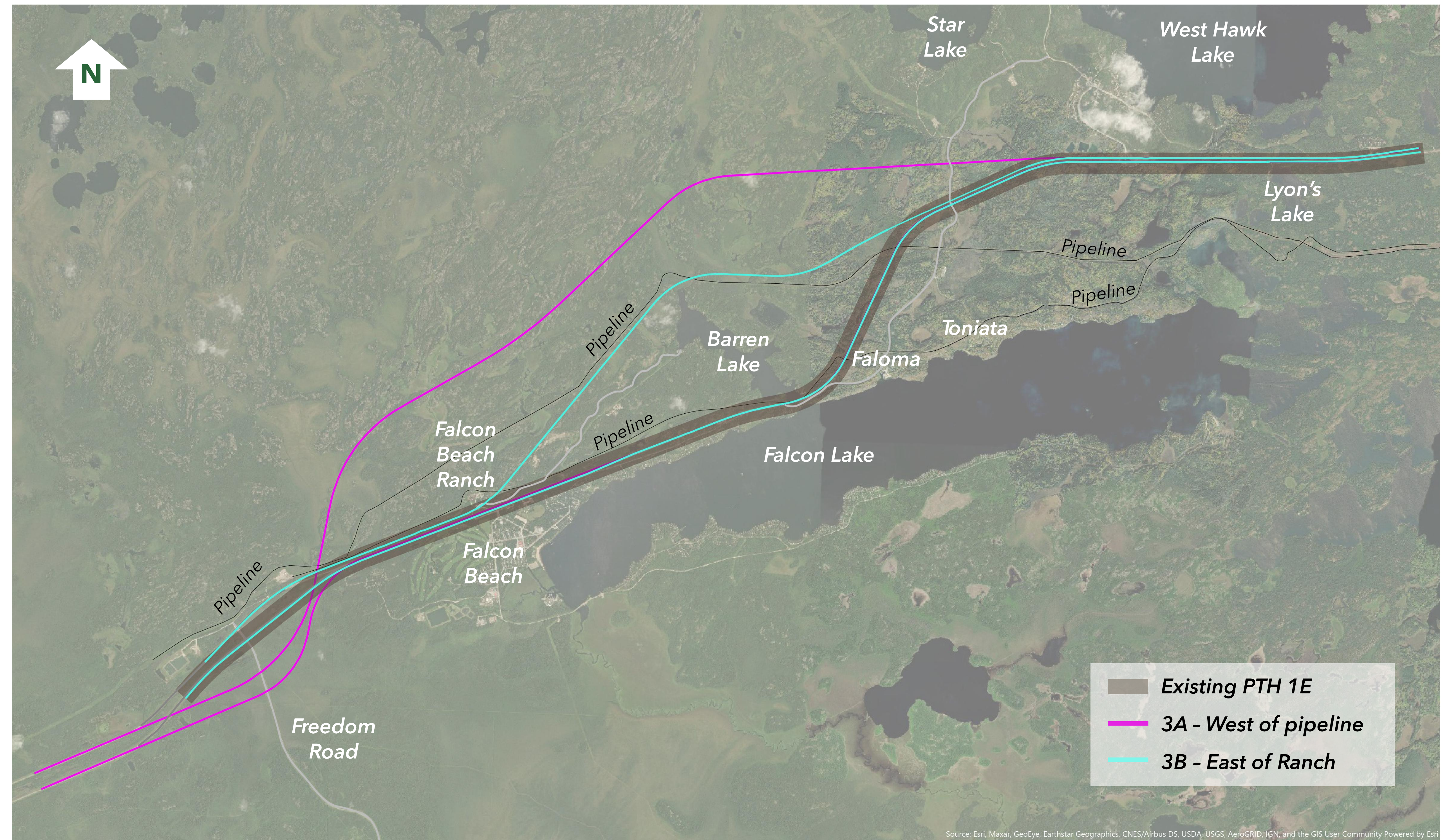
Corridor alternative 3 (One-way couplet)

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This slide illustrates a more detailed corridor alternative 3.

Two variations of this corridor have been identified for further evaluation:

- 3A - Add two new lanes west of the existing pipeline to become the new westbound lanes; the existing PTH 1 become the eastbound lanes
- 3B - Add two new lanes just east of the Falcon Beach Ranch site to become the new westbound lanes; the existing PTH 1 become the eastbound lanes



Next steps

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- Thank you for participating in this process.
- We will review the feedback from today's meeting and work to incorporate it into the study.
- We will conduct a series of follow-up engagement meetings in the coming months to share a preferred corridor.

Key Questions

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- Does the evaluation process make sense to you? Would you add any considerations for the evaluation?
- What impacts or benefits do you see from your own perspective with these alternatives?

Your feedback will help the team continue to identify topics of importance and specific information that can be incorporated into the evaluation process.



Thank You. Questions?

Thank you for attending today's meeting. Your feedback is important to us, so please fill out an online comment sheet at the following link:

<https://www.surveymonkey.com/r/PTH1TwinningR2B>

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