



Multi Phase HWY 201 – Road Improvement Submission

Submitted by: Municipality of Emerson-Franklin
Rural Municipality of Stuartburn
Rural Municipality of Piney
Emerson-Franklin Community
Economic Development Corporation

Submitted to: Manitoba Infrastructure

November 2019

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INTRODUCTION:

This report proposes improvements to Highway (HWY) 201 that will aid economic development in the Municipality of Emerson-Franklin, the RMs of Piney and Stuartburn, and the Emerson-Franklin Community Economic Development Corporation (CDC). It is respectfully submitted to Manitoba Infrastructure - Province of Manitoba to consider as part of its capital planning process. The participating municipalities recognize this request will require major investment by the Province and want to work with the Province to advance the concept through a multi-phase improvement plan.

In the summer 2019, a comprehensive survey of local agriculture producers and related businesses was completed and its outcome identifies how current road conditions - regarding MG/VW restrictions - are negatively impacting economic development in the region.

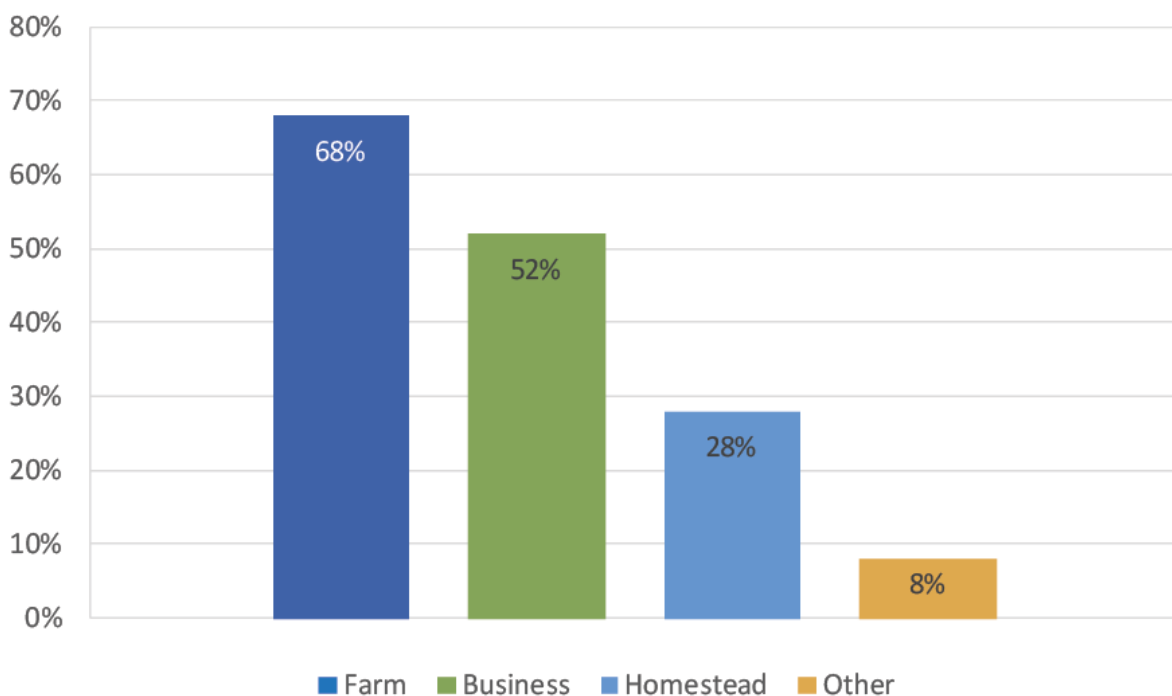
This report outlines a rationale for multi phase improvements to HWY 201, highlights results from the survey, and sets out proposed phasing priorities that were confirmed by participating municipalities.

BACKGROUND:

WHO IS IMPACTED?

In the summer of 2019, a comprehensive survey was conducted by the Municipality of Emerson-Franklin, the RMs of Piney and Stuartburn, and the Emerson-Franklin CDC. In total 26 surveys were received. The data states that 68% of survey respondents own farms, 52% own businesses, 28% own homesteads, and 8% own other properties.

The survey explored how users were impacted by MG/VW road restrictions by users.



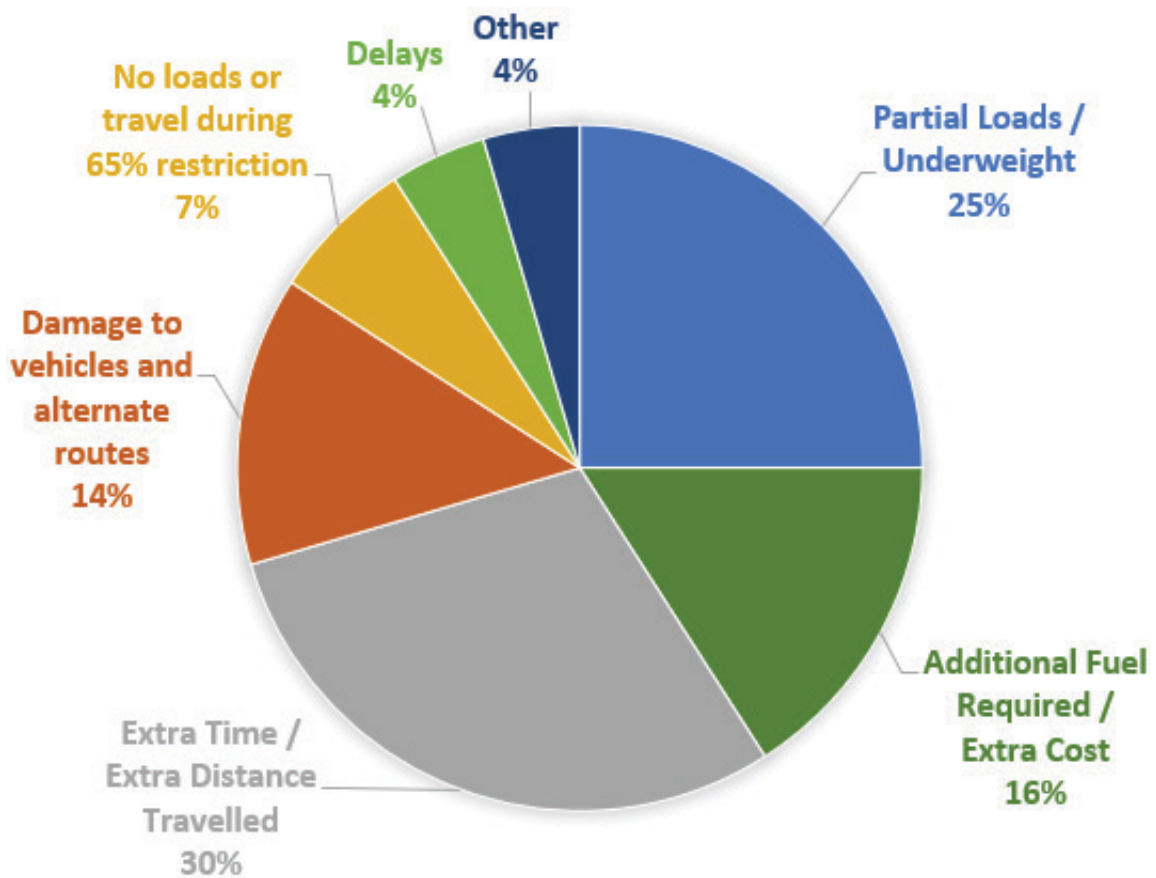
Impacted Respondents Graph

HOW ARE PROPERTY OWNERS IMPACTED?

Common responses on how property owners have been negatively impacted included:

- Partial loads / Underweight
- Additional Fuel Required / Extra Cost
- Extra Time / Extra Distance Travelled
- Additional Maintenance
- Damage to vehicles and roads as a result of having to use alternate routes (ie: gravel and dirt roads, potholes, etc)
- No loads or travel possible during 65% Restriction
- Delays
- Other:
 - Accidental Losses
 - Negative Impact to bottom line, due to MGWV on HWY 201

The chart below illustrates the frequency of these responses among all survey participants:



Impacted Response Chart

COMPLIANCE

In order to maintain business operations during road restrictions there are several factors that users have to consider including reduced capacity and/or specialized equipment, and purchasing permits granting temporary restriction relief. The survey addressed these issues and found the following:

Have you purchased "reduced capacity" and/or specialized equipment in order to maintain compliance for your operation with current MGVW road restrictions?



Conversely, are you able to realize maximum productivity of your operation and remain compliant with current MGVW road restrictions?



Have you had to, or do you expect to, purchase special permits granting temporary relief of MGVW restrictions and penalties?



COSTS

Survey respondents were also asked about cost impacts that they face in relation to MG/VW restrictions. The following table shows both average and median results from respondents:

Impact Cost Table

	AVERAGE	MEDIAN
# of vehicle/trailer loads per annum impacted by MG/VW restrictions	126 Loads	45 Loads
MG/VW you are currently able to realize	33,408 kg	34,500 kg
MG/VW you would like to realize	41,037 kg	40,750 kg
Estimate the additional kms incurred annually as a result of MG/VW restrictions	11,784 km	2,000 km
Average maximum gross vehicle + load weight	42,174 kg	40,000 kg
Estimate your additional fuel consumption as a result of MG/VW restrictions*	\$2,734	\$1,406
Estimate the cost of temporary relief permits purchased annually	\$5,844	\$1,150
Estimate additional labour costs incurred annually as a result of MG/VW restrictions**	\$4,134	\$3,213
Estimate your additional vehicle repair/maintenance costs as a result of MG/VW restrictions	\$7,920	\$4,560
Estimate the cost of your lost productivity as a result of MG/VW restrictions	\$18,459	\$13,057

* Unclear answers assume a \$1/Litre price of fuel for calculations

** Answers that showed hours assume an hourly rate of \$20/hour

There are several total costs between all survey respondents that are worth identifying here:

- Total estimated additional fuel consumption: \$51,949
- Total estimated cost of relief permits: \$46,755
- Total estimated additional labour costs: \$74,409
- Total estimated additional vehicle repairs / maintenance: \$134,635
- Total estimated cost of lost productivity: \$295,343
- **Total overall estimated additional expenses incurred as a result of MG/VW restrictions:** **\$603,091**

Keep in mind that there were 26 survey respondents and not all had answers for each question. The data could be viewed as a rough estimate of the average total annual cost incurred per 26 property owners in the Municipality of Emerson-Franklin, RMs of Piney and Stuartburn, and surrounding areas as a result of MG/VW restrictions.

PROPOSAL RATIONALE:

A **key** component of our existing and future economy and job market is the movement of goods and services in the region. The ability to quickly, effectively, and safely transport goods is **key** to sustainable growth of our economy. Collaboration between the municipalities and the Provincial Government is **key** to maximizing our local economic development. Investment in our infrastructure, policies, and processes are **key** to providing opportunities for local businesses and residents to thrive.

BENEFITS OF UPGRADES:

BOOST ECONOMIC DEVELOPMENT

Enhance growth in the region by coordinating with the development of the proposed Emerson Port Authority and permitting trucks to travel with full capacity loads on each trip.

REDUCE CARBON FOOTPRINT

Due to current restrictions, drivers often use lengthy detour routes to reach their destinations. This uses more fuel and puts more CO₂ into the atmosphere. Alternatively, drivers must make additional trips to make up for the lack of permitted capacity in their vehicles, which also contributes to greenhouse gas emissions. Allowing full capacity along PR 201 will greatly reduce the carbon footprint of the industry.

REDUCE MAINTENANCE ON OTHER ROADS

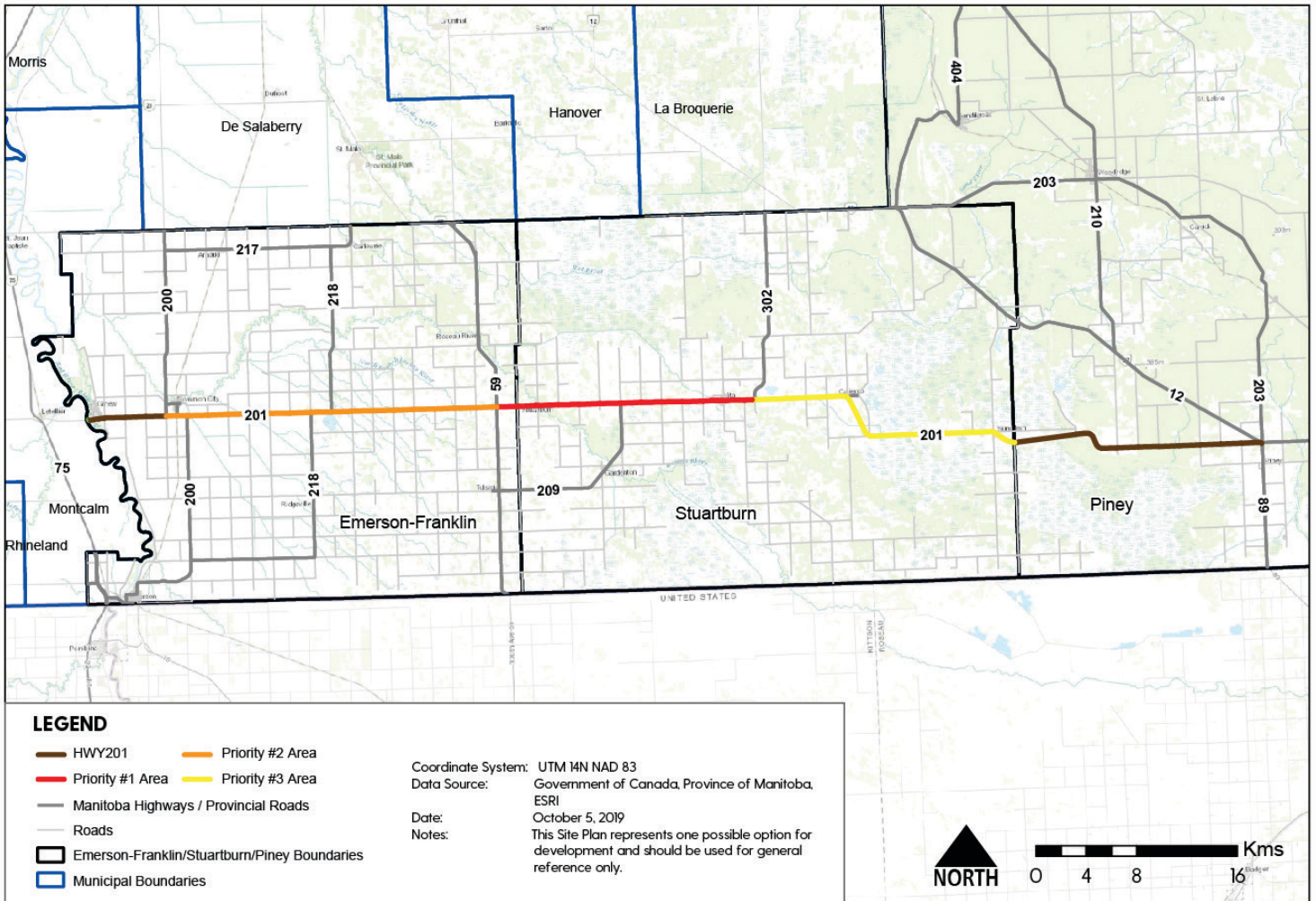
As a result of the current restrictions, other regional roads are faced with excess truck traffic, leading to diminishing road conditions which will require more frequent maintenance and repairs. Allowing full capacity along PR 201 will alleviate traffic from these detours and reduce required road repairs.

MORE EFFICIENT INDUSTRY

By reducing the need for detours and limited loads, drivers can move more goods in less time. This will add value to both regional and provincial economies.

PROPOSED UPGRADES TO HWY 201:

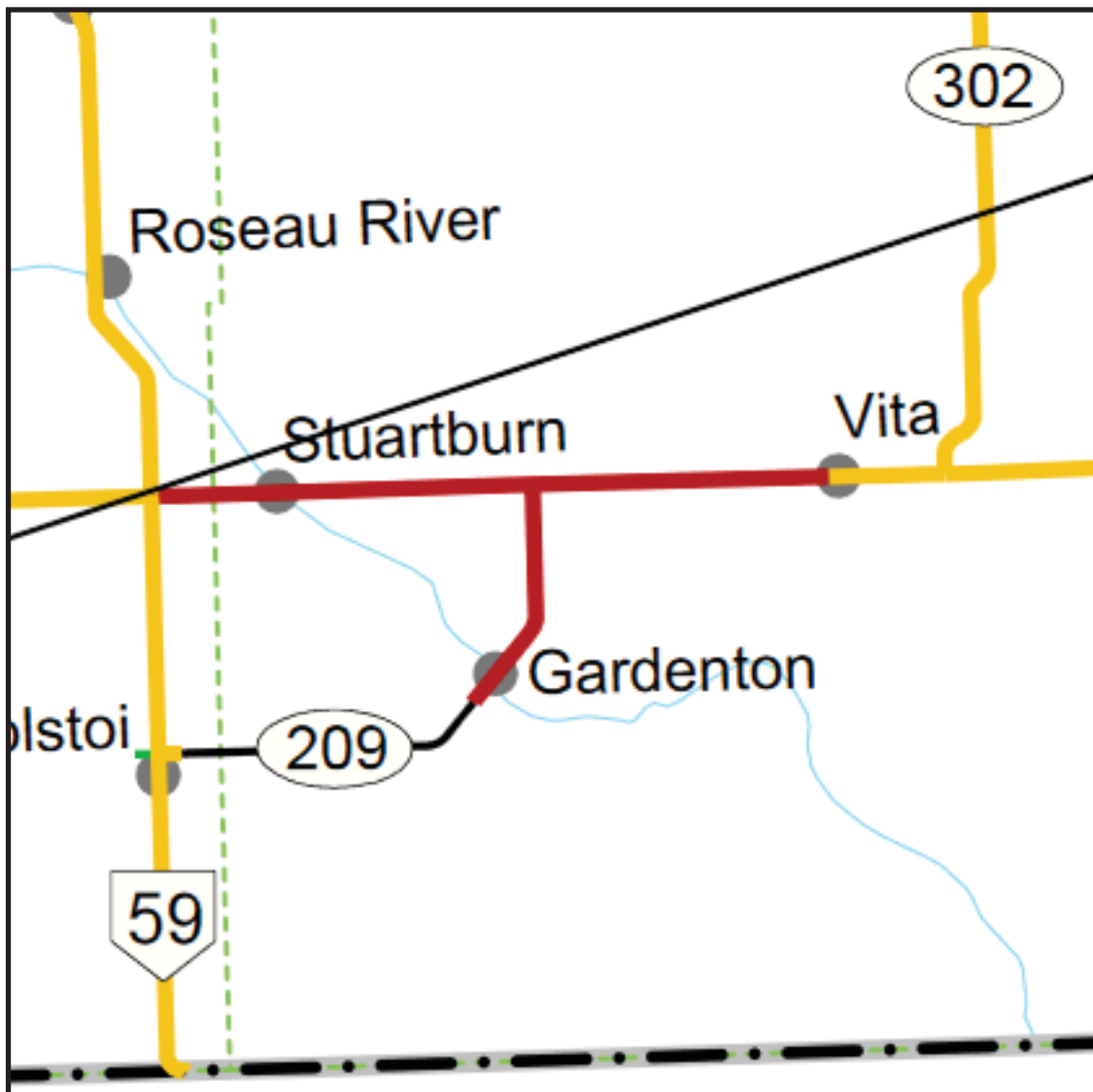
HWY 201 is a core route for residential and commercial traffic for all three municipalities and has been identified as the number one priority for upgrading to advance economic development. Along HWY 201, we have identified four key areas that require addressing. Each of the following four priority areas have specific comments, but it should be noted that the entire stretch of HWY 201 should be upgraded to RTAC standards.



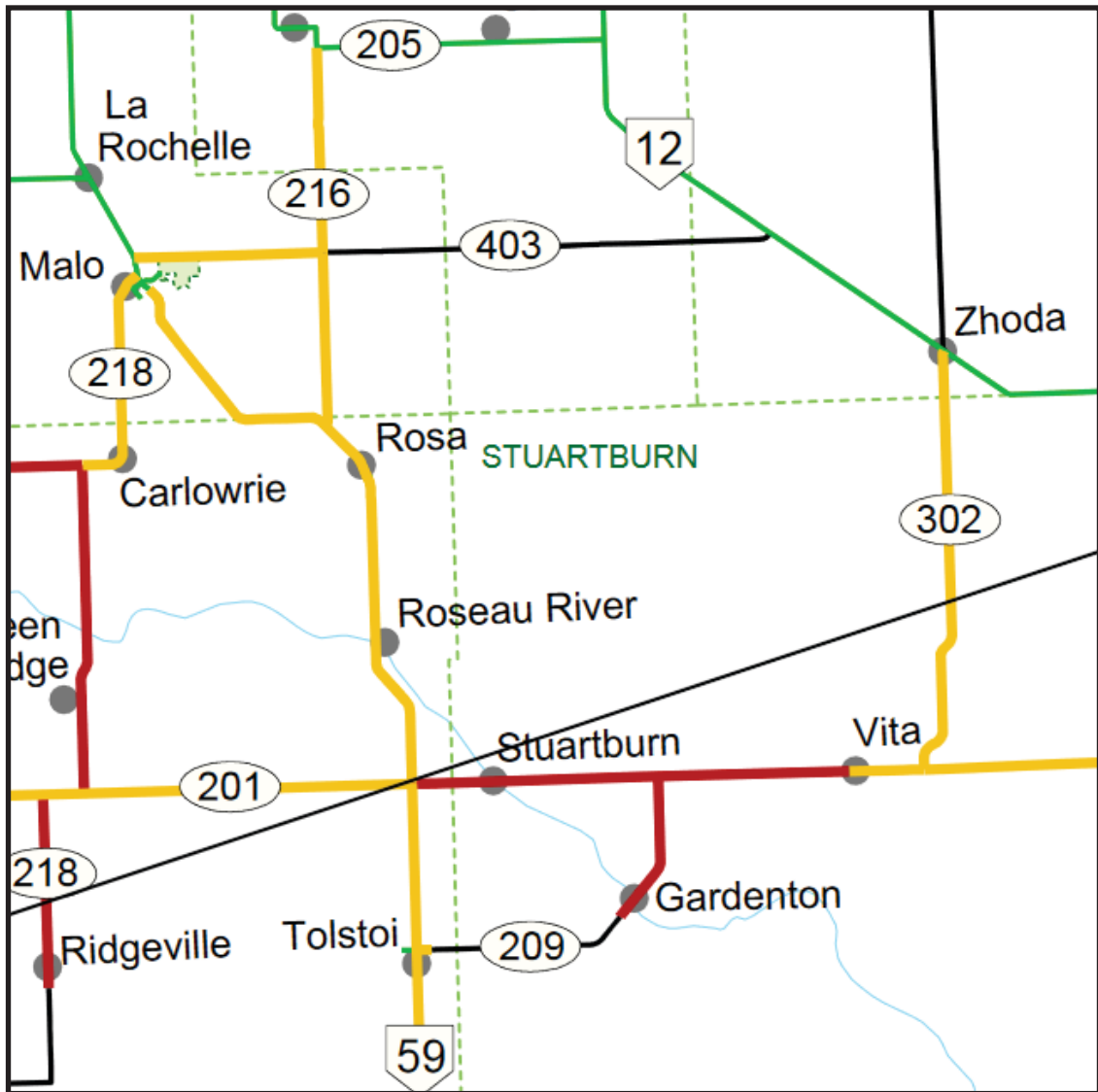
HWY 201 Priorities Map

PRIORITY #1 - HWY 59 TO PR 302

Remove restriction of 65% of normal loading on the stretch of HWY 201 between HWY 59 and Provincial Road (PR) 302. A number of survey respondents specifically noted this area as a problem as it forces drivers to around a major detour, which may include gravel roads, such as PR 403.



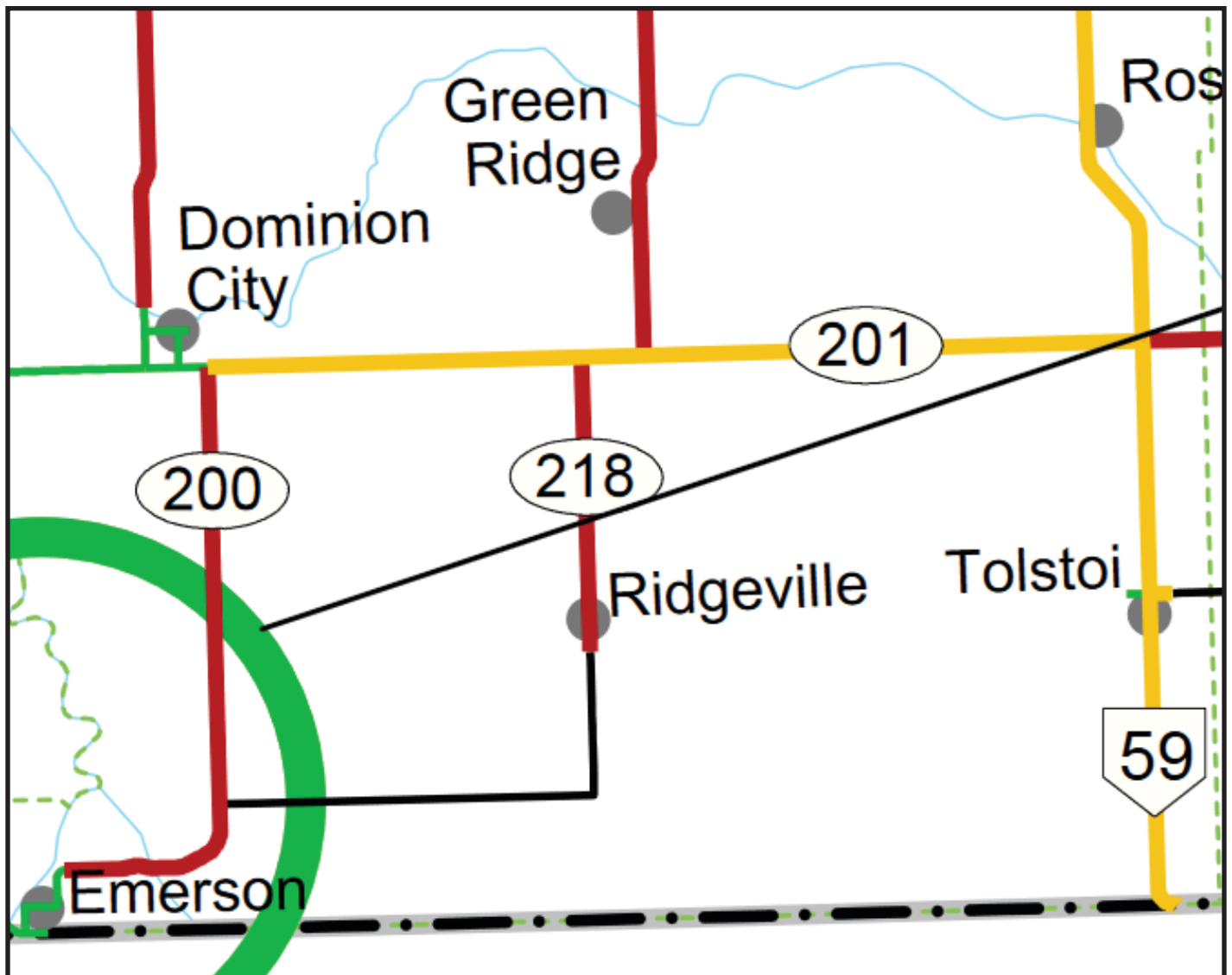
Selection from 2019 Spring Road Restrictions (Order #3), Manitoba Infrastructure, 2019



Selection from 2019 Spring Road Restrictions (Order #3), Manitoba Infrastructure, 2019

PRIORITY #2 - PR 200 TO HWY 59

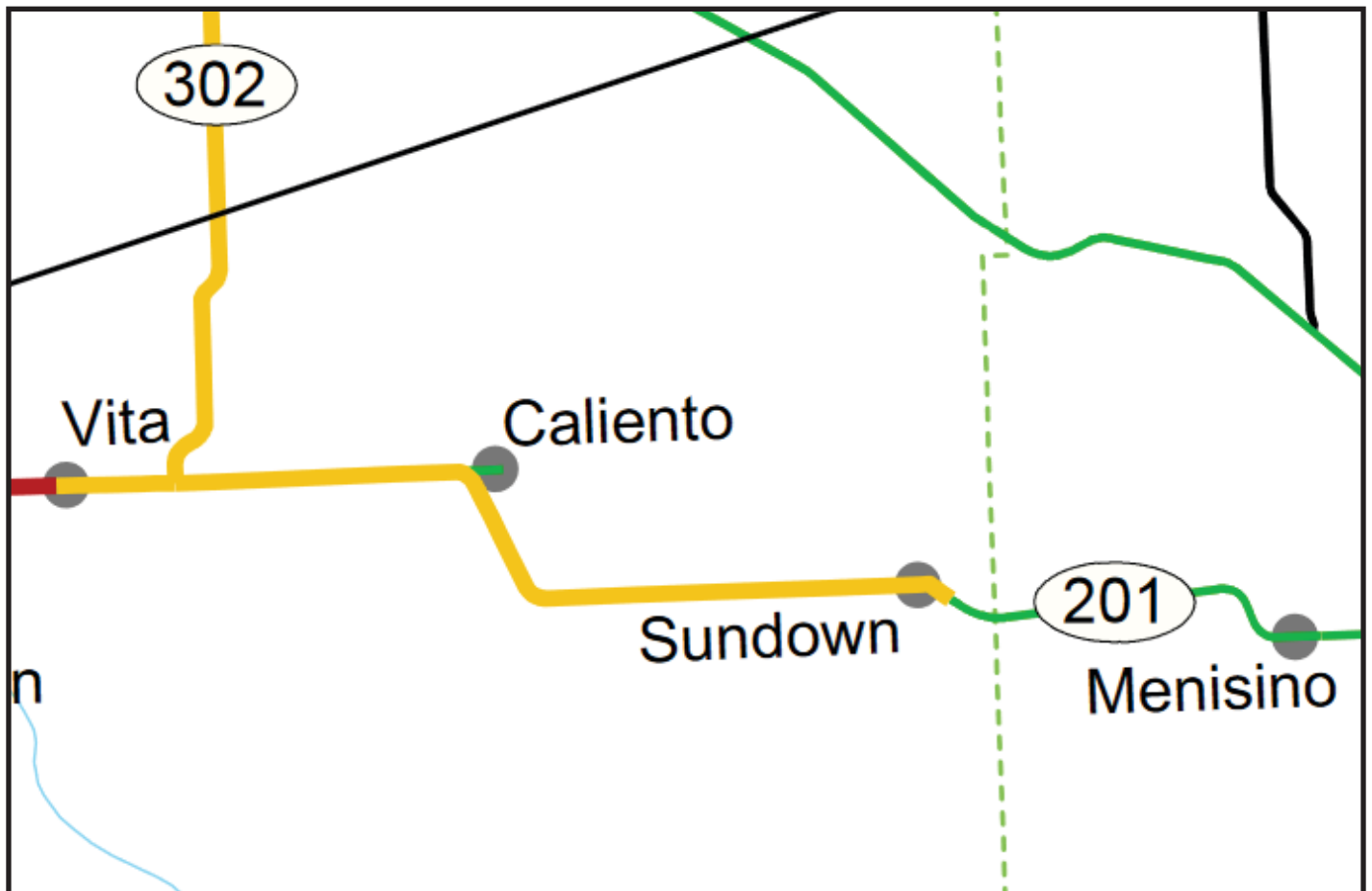
Remove restriction of 90% of normal loading on the stretch of HWY 201 between HWY 59 and PR 302. Though it is not as limiting as priority #1, it still prevents trucks from the ability to carry full loads. This means drivers are losing 10% of their full capacity every trip, which equals an additional trip every 10 trips as a result of the restriction.



Selection from 2019 Spring Road Restrictions (Order #3), Manitoba Infrastructure, 2019

PRIORITY #3 - VITA TO SUNDOWN

Remove restriction of 90% of normal loading on the stretch of HWY 201 between Vita and Sundown. Similar to priority #2, and in combination with priority #1, this would allow for full capacity deliveries from the Municipality of Emerson-Franklin right through to the RM of Piney.












Selection from 2019 Spring Road Restrictions (Order #3), Manitoba Infrastructure, 2019

APPENDIX A - 2019 MANITOBA ROAD RESTRICTIONS

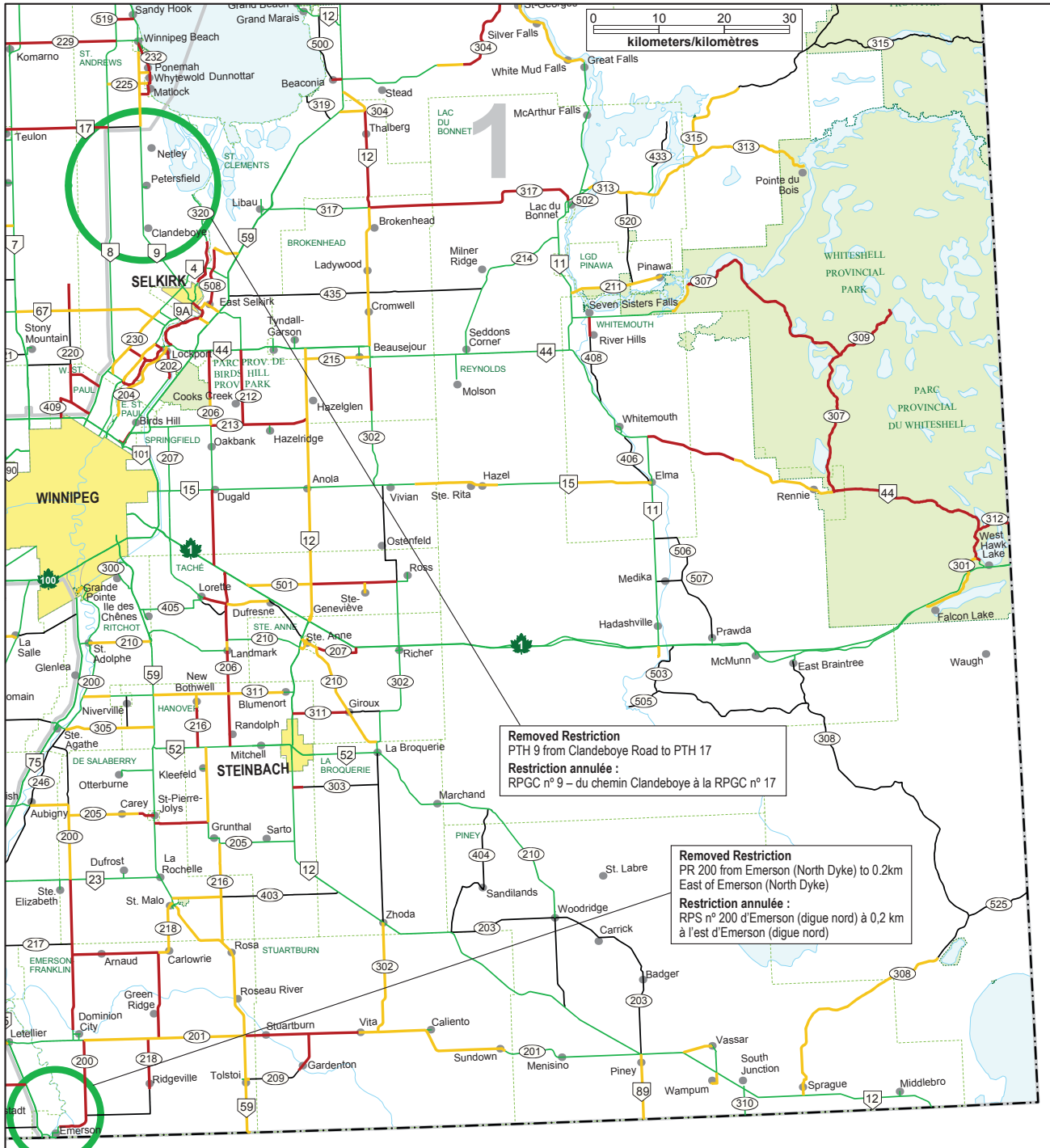
MANITOBA

2019 SPRING ROAD RESTRICTIONS (ORDER # 3) RESTRICTIONS CONCERNANT LES ROUTES AU PRINTEMPS 2019 (ORDONNANCE N° 3)

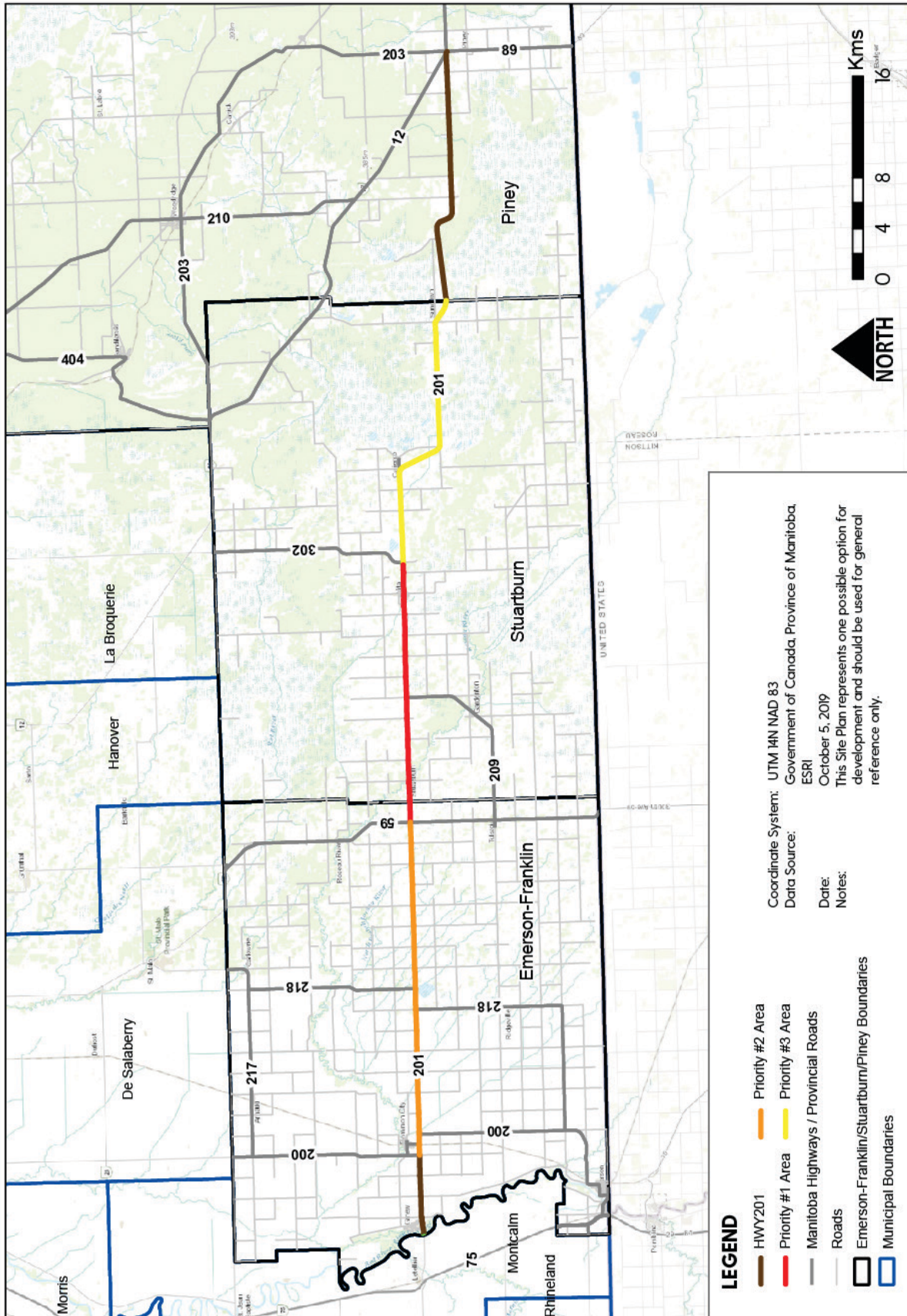
-  Provincial Trunk Highways / Routes provinciales à grande circulation
-  Provincial Roads / Routes provinciales secondaires
-  **Normal Loading** (all surfaced/non gravel highways or provincial roads)
Charge normale (toutes les routes provinciales revêtues ou non couvertes de gravier)
-  **Level 1 Restricted** (90% of normal loading on RTAC routes, Class A1 & B1 highways)
Restrictions de niveau 1 (90 % de la charge normale autorisée sur les parcours ARTC des routes de catégorie A1 et B1)
-  Municipal Boundaries / Limites municipales
-  Regional Boundaries / Limites régionales
-  **Level 2 Restricted** (65% of normal loading on Class A1 & B1 highways)
Restrictions de niveau 2 (65 % de la charge normale autorisée sur les routes de catégorie A1 et B1)
-  **Unrestricted gravel roads**
Routes en gravier sans restrictions
-  Roads where the Province of Manitoba is not the traffic authority
Routes pour lesquelles le gouvernement du Manitoba n'est pas l'autorité chargée de la circulation



Revised May 6, 2019
Révisé le 6 mai 2019



APPENDIX B - HWY 201 PRIORITY AREAS



LEGEND

- HWY 201
- Priority #1 Area
- Priority #2 Area
- Priority #3 Area
- Manitoba Highways / Provincial Roads
- Roads
- Emerson-Franklin/Situaburn/Piney Boundaries
- Municipal Boundaries

Coordinate System: UTM 14N NAD 83
 Data Source: Government of Canada, Province of Manitoba, ESRI
 Date: October 5, 2019
 Notes: This Site Plan represents one possible option for development and should be used for general reference only.

