PTH 16 NEEPAWA FUNCTIONAL DESIGN STUDY
EXECUTIVE SUMMARY

MANITOBA TRANSPORTATION & GOVERNMENT SERVICES

Submitted By

ND LEA Engineers & Planners Inc.

November 2004

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

STANDARD LIMITATIONS

This report was prepared by ND LEA Engineers & Planners Inc. (ND LEA) for the account of Manitoba Transportation and Government Services (the Client). The disclosure of any information contained in this report is the sole responsibility of the Client. The material in this report reflects ND LEA's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. ND LEA accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions based on this report.

1.0 INTRODUCTION

PTH 16, the Yellowhead Highway (Main Street in Neepawa), is part of the Canadian National Highway Network. It functions as the primary arterial highway trade route in the central region of the four western provinces and is a primary link between a number of rural communities and major urban centres. Within Manitoba, it extends from the Saskatchewan border to the Trans Canada Highway (PTH 1W) just west of Portage la Prairie.

PTH 5, a north-south highway, intersects PTH 16 at two offset T-intersections located on either side of the urban zone in Neepawa. The south leg of PTH 5 [PTH 5 (S)] intersects PTH 16 at the east end of Neepawa and the north leg of PTH 5 [PTH 5 (N)] intersects PTH 16 near the west end of Neepawa. In the section of PTH 16 between these two intersections, traffic on the two highways is superimposed and volumes are over 8,000 vehicles per day.

The PTH 16 study extends through the Town of Neepawa, from 2.4 km west of PTH 5 (N) to 2.5 km east of PTH 5 (S). The area of the functional design study along PTH 16 includes a mixture of land use designations and zoning districts (Figure 1.1). The road cross-section through the urban area is a narrow four lanes. Increasing traffic volumes and illegal parking are creating more conflicts between highway and urban traffic in this area.

This study is part of Manitoba Transportation and Government Services' (MTGS) program to upgrade the Yellowhead route. The study is necessary to improve capacity and access control and develop an overall plan for future staged construction as traffic demand warrants and budget priorities allow. Among the project objectives are:

- Provision of safer free-flow conditions for traffic through Neepawa;
- Design of the urban section of the highway with minimum community impact;
- Improvement and control of access throughout the length of the project; and
- Protection for a future four lane highway at the east and west end of the study area.

This executive summary provides a brief overview of the project issues and recommended plan.

2.0 TRAFFIC ANALYSIS

Existing (1999) and projected (2019) intersection counts are shown in Figure 2.1 for both a.m. and p.m. peak hour periods. A capacity analysis indicates that all three major intersections; PTH 5 (N), Mountain Avenue (unsignalized) and PTH 5 (S) will function at an acceptable level of service C or better in 2019.

Pedestrian counts were conducted by MTGS at the four major pedestrian crossings on PTH 16. The counts and the pedestrian crossing protection warrants are given in Table 2.1.

Table 2.1
Pedestrian Counts and Crosswalk Protection Warrants (TAC Crossing Manual)

VEHICLES	PTH 16/5 Avenue 805	PTH 16/4 Avenue 541	PTH 16/2 Avenue 817	PTH 16/Brown Avenue 429
Children	0	0	14	6
Seniors	2	2	0	0
Disabled	0	0	0	0
Adults	9	10	16	7
Total Persons	11	12	30	13
Equivalent Adult Units	**12**	**13**	**44**	**13**
Protection Warranted	Signed and Marked Crosswalk	Signed and Marked Crosswalk	Special Crosswalk	Signed and Marked Crosswalk

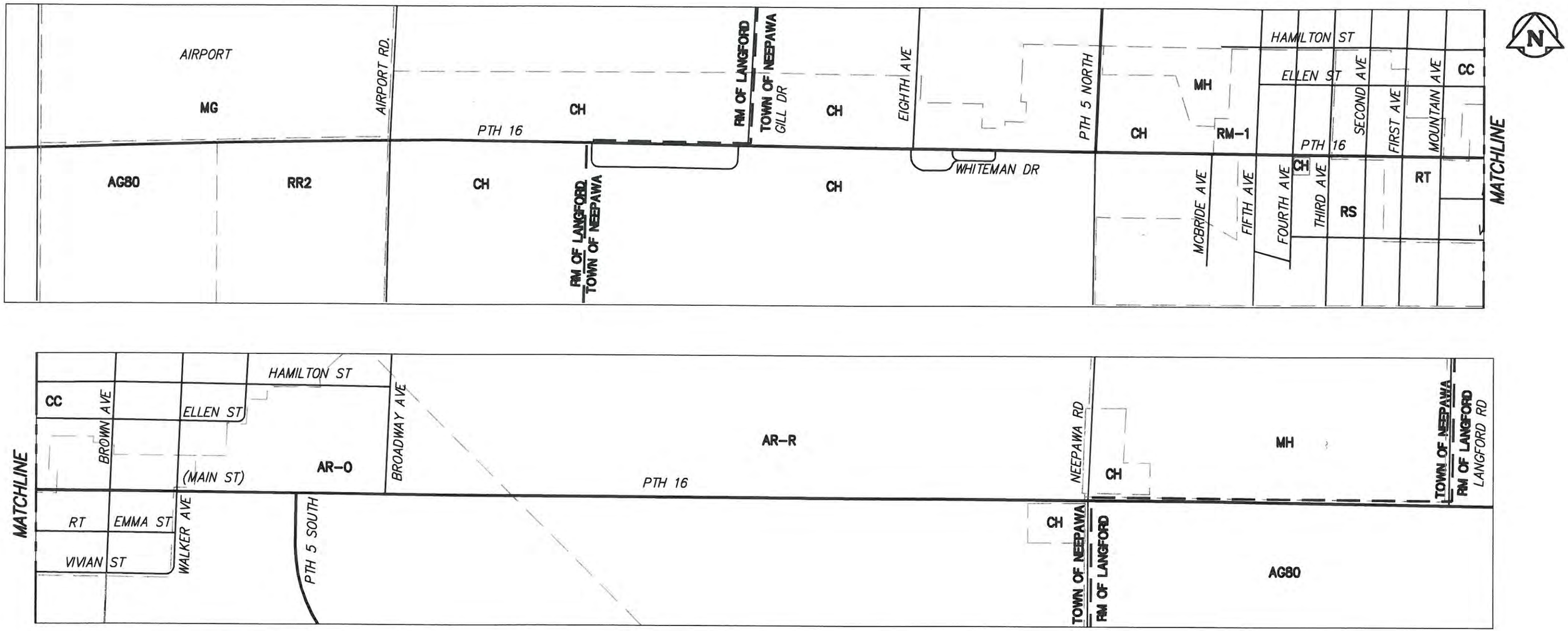
Due to the proximity of the signal protected crossing at Second Avenue, implementation of the protection measures at Fourth and Fifth Avenue was not recommended. Furthermore, during the course of the study, MTGS installed signals at Mountain Avenue at the request of the Town. Considering that this protected intersection is only a block away from Brown Avenue, the protection at Brown Avenue is recommended to be limited to signing without pavement markings.

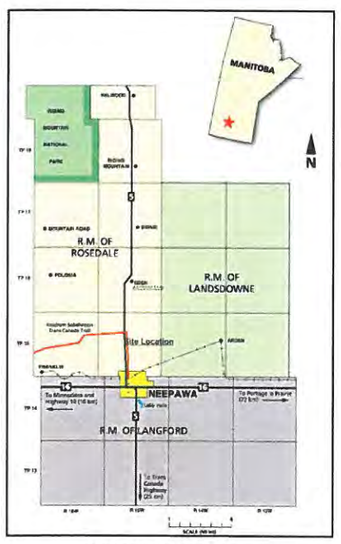
Traffic collision statistics on PTH 16 within the study area were obtained for the period from 1994 to October 1998. The total number of collisions during the analysis period was 111 with no fatalities, 37 injuries and 74 property damage only. Passing related collision configurations accounted for 53% of the total collisions. Installation of median separation and left-turn bays would eliminate a significant number of these collisions. The PTH 5 (S) intersection had the highest collision rate within the study area (0.76 collisions per Million Entering Vehicles), but is still within the normal range for the province.

3.0 PUBLIC CONSULTATION

Two Open House functions were held – the first to invite public comment on the options developed and the second to gain further input regarding the preferred plan. The first Open House was on Thursday, January 20, 2000 and attracted 95 attendees and the second Open House was on Wednesday, September 17, 2003 and attracted 172 attendees. Between May 2000 and June 2003, a total of five meetings were held with members of Neepawa Town Council and representatives of businesses in the vicinity of PTH 5(N) regarding commercial access in this area.

The main concern most people expressed about the project was how access to their residence or place of business would be affected. The topic of a bypass was also mentioned frequently.



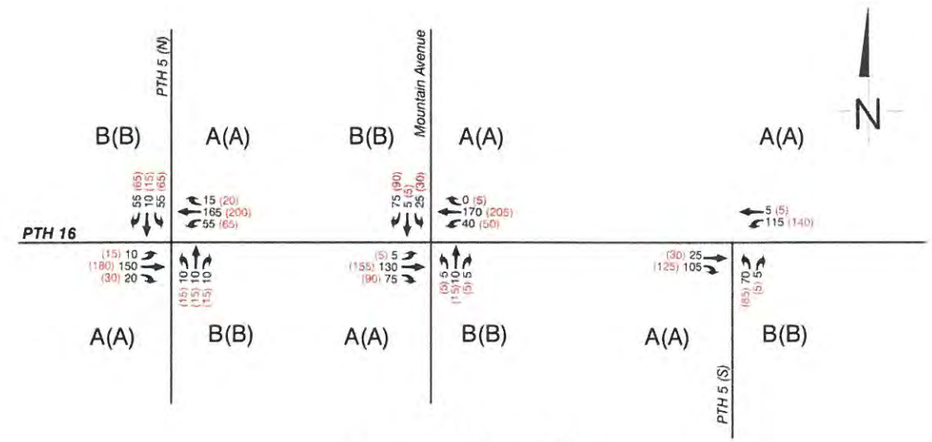


STUDY AREA

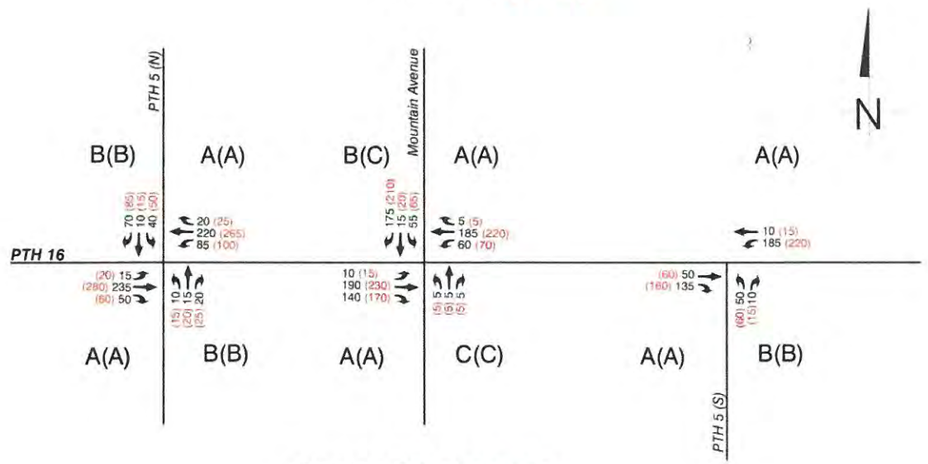
LEGEND

— —	ZONING BOUNDARY
— —	TOWN BOUNDARY
CH	COMMERCIAL HIGHWAY ZONE
RM-1	RESIDENTIAL MULTIPLE FAMILY ZONE
RS	RESIDENTIAL SINGLE FAMILY ZONE
RT	RESIDENTIAL TWO FAMILY ZONE
CC	COMMERCIAL CENTRAL ZONE
AR-O	AGRICULTURAL RESTRICTED OPEN SPACE ZONE
AR-R	AGRICULTURAL RESTRICTED RESIDENTIAL ZONE
MH	INDUSTRIAL HEAVY ZONE
AG80	AGRICULTURAL GENERAL ZONE
MG	INDUSTRIAL GENERAL ZONE
RR2	RESIDENTIAL RURAL ZONE

FIGURE 1.1
STUDY AREA AND LAND USE



Design AM Peak Hour
Years 1999 (2019)



Design PM Peak Hour
Years 1999 (2019)

LEGEND:

B(C)=LOS Years 1999 (2019)

LOS	Average Delay
A	≤ 10 Seconds
B	> 10 & ≤ 15 Seconds
C	> 15 & ≤ 25 Seconds

Figure 2.1
Existing and Projected Intersection Volumes and Levels of Service

4.0 RECOMMENDED PLAN

Various road system options were developed for the west approach, urban district and east approach study area sub-sections. The recommended plan was developed through evaluation and refinement of the options plus recent changes to mitigate specific stakeholder concerns. The options are detailed in the study's Technical Report.

The recommended plan is illustrated in Figure 4.1. The standard median width of 35 m used in developing the options was increased to 50 m by MTGS during the study to accommodate the increasing number of long commercial vehicles on the highway and that change is reflected in the recommended plan.

4.1 Alignment and Cross-Sections

Proceeding from west to east across the project area, the highway cross-section changes in sequence from rural to semi-urban, urban, semi-urban, and back to rural.

At the west project limit, the highway is twinned to the north side to minimize impact on development. The existing highway is aligned with the future eastbound lanes at the west limit, but shifts northward as it moves east in order to provide adequate separation between the future eastbound lanes and the south side service road. The proposed alignment centreline returns to the existing alignment centreline at Airport Road.

The cross-section at the west limit is detailed in cross-section AA-AA. At Flatt Implements Ltd, the area between the eastbound lanes and the south service road is a curbed urban design to minimize property impact, as shown in cross-section BB-BB. A rural service road has been added on the north side to provide alternative access to the Prairie Forest Products Ltd. lumberyard and replace two existing highway approaches to this site. The service road ends at the west property line of the lumberyard and the highway cross-section changes to a fully curbed section.

East of Airport Road, the twinned highway is centred on the existing lanes. It is necessary to drop the curbed road profile below existing grade in order to provide satisfactory drainage to adjoining properties and to the road itself. It is then not possible to salvage any of the existing road structure in the divided highway from Airport Road to PTH 5(N). The curbed cross-section with shoulders (cross-section C-C at Station 4+930) extends to PTH 5(N) (cross-section EE-EE at Station 6+275) to provide shy distance and storage for disabled vehicles in this higher speed area. At the request of the Town, a 2.6 m sidewalk/bikepath reserve has been added along the south side of the south service road from Gill Drive to PTH 5(N), as shown on the plan.

From PTH 5(N) to Walker Avenue, the existing road cross-section is widened within the current right-of-way, as shown in cross-sections FF-FF and GG-GG. The 4.6 m between curb and property line will provide for a 1.5 m sidewalk located 0.3 m from property line, leaving a 2.8 m landscaped boulevard.

East of Walker Avenue, the road centreline shifts 7.7 m north as it transitions from the urban cross section GG-GG to the semi-urban cross-section H-H using the existing lanes for the future eastbound lanes on the west approach to the PTH 5(S) intersection. Inner 1.5 m and outer 3.0 m shoulders are reintroduced in this section to provide for the higher operating speed. The bridge widening across the Whitemud River will require removal of the north bridge parapet and extension of the bridge deck with a joint along the median, as shown in cross-section I-I. Left-turn storage is provided for the westbound to southbound movement at PTH 5(S), eastbound to northbound movement at Broadway Avenue.

At approximately Station 8+500, the divided cross-section ends and ties back to the existing two-lane two-way highway. The recommended cross-section for the long-term twinning of the highway east of Neepawa is detailed in cross-section J-J at Station 8+550, and uses the existing highway for the future eastbound lanes.

4.2 Intersections and Service Roads

It is recommended that, except for limited right turns at approaches in the urban zone, no direct access be permitted to PTH 16. Intersections should be limited to an approximate minimum spacing of 800 m in the rural areas with 100-110 km/h operating speeds; deceleration and storage lanes should be added as required when development advances to these areas. In the semi-urban zone where operating speeds will be 80 km/h, intersection spacing decreases to approximately 400 m and left-turn storage lanes are recommended at all intersections. In the urban zone with operating speeds of 50 - 60 km/h, all non-redundant intersections will remain open to right turns. To reduce conflict points, the number of median openings is minimized and left turn storage is provided at all locations. The only additional intersection channelization proposed is at PTH 5(N) where existing right-turn cut-offs will be redesigned to allow for the street widening. Service road/cross road intersections are aligned to a minimum 40 m setback from the adjoining highway intersection.

In the rural and semi-urban zones, frontage service roads are recommended to provide access to existing developments. In areas yet to be developed, it is recommended that developers be encouraged to plan internal service road systems with access only at intersection locations defined by this study. That applies to the half-mile section at the west limit of the study area and the section from Walker Avenue to Langford Road at the east limit of the project.

The south service road intersection 800 m west of Airport Road is shown as a jug-handle; it can be altered as necessary to access the land further west. The north side service road at this location is designed to be extendable to serve the land to the north and to the west. The service road alignment in the southwest corner of the Airport Road intersection was recommended to avoid severance of the lot from future development on it further south.

East of Airport Road to Gill Drive, south side service road intersections are spaced at approximately 400 m. Both the intermediate intersection at the RM/Town boundary and the Gill Drive intersection can be extended to serve land to the south in the future. The distance between the Airport Road and Gill Road intersections on the north service road is 800 m. An intermediate connection to the intersection at the RM/Town boundary was not considered warranted since nearly all traffic along

this road would be from the east or west and acquisition of the land for setback of the intersection would have a strong property impact.

New north and south service roads are required from Gill Drive to Eighth Avenue. New right-of-way is required for the south service road while the north one runs in an existing right-of-way reserve, except for the service road intersection setbacks.

East of Eighth Avenue, the proposed south service road alignment runs along the rear of the lots. Access from Whiteman Drive to the highway is closed and a cul-de-sac is added at the west end of the road. The east end is connected to the south service road via a short north-south section. The south service road is connects to Dominion Road on an alignment south of the Petro Canada Bulk Fuel. On the north side of PTH 16, a new rear service road in proposed in order to provide for local circulation. The south 6.1 m of the desired 18 m right-of way shown is Town owned while the north half is privately owned by the trailer park. It is recommended that at the time it is necessary to proceed with property acquisition, the minimum right-of-way requirement be confirmed and the existing trees within the property accurately located in the field to determine if narrowing the right-of-way would save the trees.

The recommended service road design from PTH 5(N) to McBride Avenue provides for 18 m right-of-way for rear circulation roads and 10 m right-of-way for mid-block connections to PTH 16.

From McBride Avenue to Brown Avenue, access is provided at McBride, Fourth, Second, Mountain and Brown Avenues. These intersections are all channelized with left –turn storage on PTH 16. The other intersections and all intermediate rear lanes are restricted to right turns only, with the exception of the south leg of Mountain Avenue which will remain one-way southbound as existing.

East of Brown Avenue, a new service road connection to the east side of Broadway Avenue provides access to the residences in the northeast quadrant of the Broadway Avenue/PTH 16 intersection. Access closures west of Station 8+500 do not need to be implemented until the highway is twinned in the future. At that time, direct access will be removed except for a residence at 8+980, the eastbound entry to the Breaker 16 site and the entrance to Springhill Farms Plant. A new intersection is recommended to provide access to the Hydro Transformer Station and future developments north and south of the highway at Station 8+700. Neepawa Road at the Town limit would remain open and provide access to existing and future developments in that area.

Right-of-way for the recommended plan is required from 53 properties within the study area (Figure 4.2). The total area of land required is estimated at 30 hectares. Approximately one quarter of the proposed right-of-way acquisitions would have significant impacts on the subject properties including the five properties listed below that would require a full buyout.

- 342127 Manitoba Ltd.
- Curtis Kostenchuk
- Adam Levandoski
- S.H. Properties Ltd. (CT# 1638258)
- Jean Pich

Other significantly affected properties may require full buyout; however, it is not possible to identify all these properties at this time.

The recommended project staging listed below is designed so that each stage produces tangible improvement in highway operations. The stages may be further broken down into consecutive construction seasons to match budget limitations.

- Stage 1 –PTH 5 (N) – Fifth Avenue Commercial Area
- Stage 2 – Fifth Avenue to PTH 5 (S)
- Stage 3 – PTH 5 (N) to Airport Road
- Subsequent Stages – Construct rural divided highway approaches to Neepawa

It is recommended that the east and west rural divided highway approaches west of Airport Road and east of Broadway Avenue be made part of the respective adjoining PTH 16 twinning projects.

Table 4.1 gives the summary of the preliminary construction cost estimate for the recommended plan as detailed in Figure 4.1. The estimate does not include property acquisition.

Table 4.1.1: One – Stage Project

Item No.	Description	Project Amount (One Stage)		
		MTGS	Neepawa	Total
1	PTH 16 West Limit to Station 8+400	$7,890,000		$7,890,000
2	Service Roads	$3,407,000		$3,407,000
3	Street Lighting	$362,000	$774,000	$1,136,000
4	Land Drainage Sewers	$370,000	$1,090,000	$1,460,000
5	Whitemud River Bridge	$816,000		$816,000
6	Signals	$180,000		$180,000
7	Sidewalks		$582,000	$582,000
	Sub-Total	$13,025,000	$2,446,000	$15,471,000
	+15% Contingency	$1,954,000	$367,000	$2,321,000
	Sub-Total	$14,979,000	$2,813,000	$17,792,000
	+10% Engineering	$1,498,000	$281,000	$1,779,000
	Total	**$16,477,000**	**$3,094,000**	**$19,571,000**

Table 4.1.2: Three – Stage Project

Item No.	Description	Stage One Amount			Stage Two Amount			Stage Three Amount			Project Amount (Three Stages)		
		MTGS	Neepawa	Total	MTGS	Neepawa	Total	MTGS	Neepawa	Total	MTGS	Neepawa	Total
1	PTH 16	$1,000,000		$1,000,000	$2,660,000		$2,660,000	$4,307,000		$4,307,000	$7,967,000		$7,967,000
2	Service Roads	$1,104,000		$1,104,000	$107,000		$107,000	$2,196,000		$2,196,000	$3,407,000		$3,407,000
3	Street Lighting		$260,000	$260,000		$237,000	$237,000	$362,000	$277,000	$639,000	$362,000	$774,000	$1,136,000
4	Land Drainage Sewers		$568,000	$568,000		$104,000	$104,000	$370,000	$418,000	$788,000	$370,000	$1,090,000	$1,460,000
5	Whitemud River Bridge				$816,000		$816,000				$816,000		$816,000
6	Signals	$180,000		$180,000							$180,000		$180,000
7	Sidewalks		$278,000	$278,000		$144,000	$144,000		$160,000	$160,000		$582,000	$582,000
8	Removal of Transitions				$30,000			$30,000			$60,000		
	Sub-Total	$2,284,000	$1,106,000	$3,390,000	$3,613,000	$485,000	$4,068,000	$7,265,000	$855,000	$8,090,000	$13,162,000	$2,446,000	$15,548,000
	+15% Contingency	$343,000	$166,000	$509,000	$542,000	$73,000	$610,000	$1,090,000	$128,000	$1,214,000	$1,975,000	$367,000	$2,333,000
	Sub-Total	$2,627,000	$1,272,000	$3,899,000	$4,155,000	$558,000	$4,678,000	$8,355,000	$983,000	$9,304,000	$15,137,000	$2,813,000	$17,881,000
	+10% Engineering	$263,000	$127,000	$390,000	$416,000	$56,000	$468,000	$836,000	$98,000	$930,000	$1,515,000	$281,000	$1,788,000
	Total	**$2,890,000**	**$1,399,000**	**$4,289,000**	**$4,571,000**	**$614,000**	**$5,146,000**	**$9,191,000**	**$1,081,000**	**$10,234,000**	**$16,652,000**	**$3,094,000**	**$19,669,000**

5.0 SUMMARY

5.1 Recommendations

Pursuant to detailed analysis, on-going reviews with the Steering Committee, consultation with the Town of Neepawa and major stakeholders and public Open House presentations, the following recommendations are presented:

1. Adopt the long-range plan shown in Figure 4.1 for the upgrading of PTH 16 through the Town of Neepawa to a four-lane divided highway with the following features:

   a. MTGS standard rural cross-section with 50 m median and paved shoulders, 3 m right and 1.5 m left.

   b. Underground drainage and curbed cross-section with shoulders and 5.0 m raised median in the 80 km/h suburban zone.

   c. Curbed cross-section with 5 m raised median in the urban zone.

2. Allow no direct access to PTH 16 except for limited right turns only at non-redundant approaches in the urban zone.

3. Reduce median openings at intersections to a practical minimum and provide left-turn storage at all intersections with median openings.

4. Construct service roads, along the highway frontage where possible or internally, to provide local circulation and access.

5. Construct PTH 16 twinning as funding permits. To ensure that each stage produces tangible improvement in the system, a maximum of three stages should be considered:

   Stage 1 - PTH 5 (N) to Fifth Avenue.

   Stage 2 - Fifth Avenue to PTH 5 (S).

   Stage 3 - PTH 5 (N) to Airport Road.

6. Implement development controls compatible with the long-range plan and proceed with property acquisition and service road construction as opportunities arise.

5.2 Conclusion

This study has determined that it is desirable to upgrade the whole PTH 16 route through the Town of Neepawa to a four-lane divided limited access facility. Increasing traffic volumes along PTH 16, and particularly along the segment where PTH 5 traffic is superimposed, are leading to increasing conflict between local circulation and highway through traffic. Many of the collisions recorded in the area are related to passing and turning movements, the types that can be greatly mitigated by the installation of median separation and left-turn bays. The commercial developments along the route are expanding and access control is required to limit the number of conflict points along the highway.

Limitation of direct access to the highway will necessitate the provision of an extensive system of service roads to maintain service to existing properties. That will be compensated by the provision of access to new development sites. Widening of the roadway cross-section will mean the elimination of the rows of mature trees lining the route through town. This will be mitigated by the tree replacement program the Town has had in place for some time to replace the diseased or dying trees.

This long-range plan has the official endorsement of the councils of the Town of Neepawa and the Rural Municipality of Langford. It will be available as a guide to approval authorities to ensure minimum conflict between land development and highway traffic in the years to come.

TOWN OF NEEPAWA
SW31-14-15W
CT# 1942005

AA

36.3
7.4
50.0
7.4
22.1

W.B. LANES

R=3000

FUTURE W.B. LANES

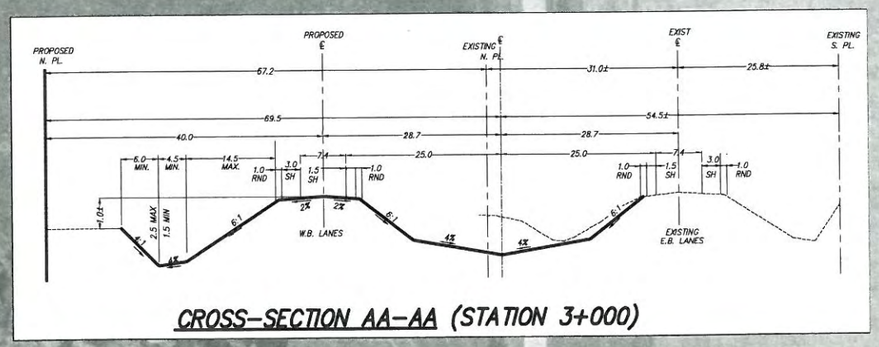
R=3000

CLOSE

E.B. LANES

R=3000

I. & A. WILSON
NW30-14-15W
CT# 197841



CROSS-SECTION AA-AA (STATION 3+000)

3+000 | 3+200 | 3+400 | 3+600

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

TOWN OF NEEPAWA
SE31-14-15W
CT# 1753785
CT# 1942000

PRAIRIE FOREST PRODUCTS LTD.
LOT1
PLAN 5324
CT# 237083

PRAIRIE FOREST PRODUCTS LTD.
CT# 237082
LOT 1 PLAN 26817

Lumber Yard

FUTURE W.B. LANES

PTH 16

E.B. LANES

E.B. LANE (EXISTING)

PLAN 3997

S. SERVICE RD

S. SERVICE ROAD

R=3000

R=25

R=50

R=2000

FLATT IMPLEMENTS LTD.
PLAN 4916
CT# 1882981

J. WAHOSKY
PCL 2
PLAN 6469
CT# 211474

J. DYER
LOT 1
PLAN 6830
CT# 206582

W. MOGER
LOT 2
PLAN 6830
CT# 186997

M. ANDERSON
PCL A
PLAN 5211
CT# 1641494

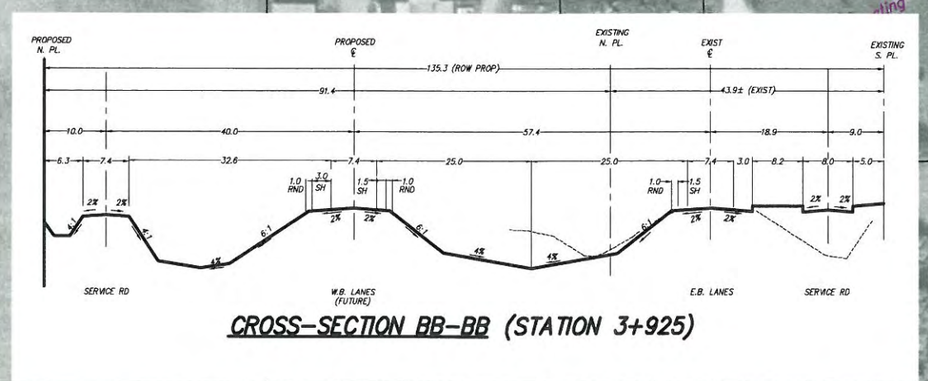
L. SANGSTER
LOT 1
PLAN 6583
CT# 1699059

D. GARDY
LOT 2
PLAN 6583
CT# 1726638

E. DORNN
PT. NE 30-14-15W
CT# 1823962

Berry Farm

R. KLASSEN
LOT 3
PLAN 6830
CT# 187424



CROSS-SECTION BB-BB (STATION 3+925)

3+800 | 4+000 | 4+200 | 4+400

N

Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN

SCALE:	DATE:	FIGURE
1: 2000	12/11/04	4.1.1

MARION MAZER HOLDINGS (1996) LOT 1 PLAN 21808 CT# 1649072

M. ISHENBERG PT. 11-21808 CT# 219137

Yellow Head Cooking

KNIGHT UPHOLSTER

Beautiful Plains School Division

AIRPORT RD.

John Deere Dealer

MARION MAZER HOLDINGS(1996) LOT 2 PLAN 21808 CT# 1649072

Yellowhead Equipment

EDWARD MAZER HOLDING LTD LOT 1 PLAN 28288 CT# 1647946

MAYOR EQUIPMENT LTD. LOT 2 PLAN 28288 CT# 225298

Case Dealer

D. RANGER 7-21808 CT# 1650312

M. RAINKA PT. 11-21808 CT# 1682751

C. NAGORSKI CT# 234637 1-2-32366

Knights Upholstery

Antiques

RELOCATE X X X

30.0 70.0 R=50

Auto Repair

RM OF LANGFORD CT# 237136 PUBLIC RESERVE

CLOSE X X X

R=50

40.0

9.0 18.7 7.7 7.7 18.7 9.0

35.4 60.96 70.8 R.O.W.

PTH 16

D. RANGER 8-21808 CT# 1650315

CLOSE X X X

CLOSE X X X

CLOSE X X X

X X X CLOSE

X X X CLOSE

R=50

24.5

R=50

R=50

R=50

R=50

30.0 70.0

70.1 30.0

M. ISHENBERG NW29-14-15W CT# 1649942

Garden Centre

PARK ASSOCIATION INC. PLAN NO. 5000 CT# 1635390

Touchwood Park Industries

M. ISHENBERG CT# 245490

RM OF LANGFORD

TOWN OF NEEPAWA

LMG PROPERTIES LTD. LOT 1 PLAN 35257 CT# 1643512

Super 8 Motel

EXISTING N. PL. ℄ ℄ PROPOSED S. PL.

70.8 R.O.W (PROP)

EXISTING S. PL.

60.0 R.O.W. (EXIST)

10.8±

35.4

9.0 18.7 7.7 7.7 18.7 9.0

5.0 8.0 8.0 7.4 5.0 7.4 8.0 8.0 5.0

3.0 1.5 1.5 3.0

2% 2% 2% 2% 2% 2%

N. SERVICE RD W.B. LANES E.B. LANES S. SERVICE RD

CROSS-SECTION C-C (STATION 4+930)

4+600 4+800 5+000 5+200

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

RM OF LANGFORD
TOWN OF NEEPAWA
GILL DR
EIGHTH AVE
M.ISHENBERG 10-21808 CT# 215317
M.McCARTHY 1-32758 CT# 1699800
A.C. ENTERPRISES INC. 1-5694 CT# 212613
Westco AC Inc.
W. WHITE CT# 202558 PT. PCL. A PLAN 5203
W. WHITE 2-5694 CT# 205951
B.McLAUGHLIN PT. PCL. A PLAN 5203 CT# 1851115
W. WHITE PCL. B PLAN 5203 CT# 1884679
Nicks Repair Service
NEEPAWA FUNERAL SERVICES 2-32758 CT# 1829439
PCL. 7 PLAN 6081 CT# 212612
HMQ (MB) PCL. A PLAN 5678 CT# 153396
Court Office
R. JAKUBOWSKI PCL. A PLAN 5772 CT# 1868349
BOARD OF NEEPAWA VETERINARY SERVICES DISTRICT PCL. B PLAN 5772 CT# 157845
NEEPAWA TIRE LTD. 3-5695 CT# 1646214
Good Year
S. HUYNH ET. AL. 2-5695 CT# 1825424
G & B Auto Service
D. LYTLE PCL. C PLAN 5428 CT# 1865673 CT# 1865674
A. LYTLE LTD. 1-5847 CT# 1613X
A. LYTLE LTD 2-5847 CT# 1613X
TOWN OF NEEPAWA
Ben's Auto Repair
1 B. VOGT CT# 213491
2 D. CLOW CT# 227382
3 R. KALYNIUK CT# 1634651
4 T. McINTOSH CT# 186622
5 L. SMITH CT# 237988
6 T. JOHNSTON CT# 212163
7 N. WAICHAW CT# 212163
150.0 TRANSITION
1-7388 2-7388 3-7388 4-7388 5-7388 6-7388 7-7388
N. SERVICE ROAD
N.B. LANES
SOUTH E.B. LANES
EXISTING SERVICE ROAD
S. SERVICE ROAD
SIDEWALK/BIKEWAY RESERVE
CLOSE
R=50
R=11
70.0
30.0
70.9
20.0
48.0
40.0
70.8 R.O.W.
WHITEMAN
P. WEBBER PLAN 742 CT# 1974471
10 9 8 7 6
H. NETZEL 5-742 CT# 228262
M. ROBINSON 4-742 CT# 237180
H. MUSTARD 3-742 CT# 237183
P. WEBBER PCL. A PLAN 4943 CT# 1974470
ERG BLOCK 2 PLAN 34435 CT# 238741
HQM (MB) CT# 1649949
J.T. DAVIES 2-1-34435 CT# 238786
3471552 MANITOBA LTD 1-1-34435 CT# 1642808
T.N.T. Ford
RM OF LANGFORD CT# 1649945
CHAMPS FOOD SYSTEMS LTD. NE29-14-15W CT# 1655126
A.G. Depot Form Industries
5+400
5+600
5+800
6+000
N

Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN

SCALE:	DATE:	FIGURE
1: 2000	09/08/04	4.1.2

PTH 5 NORTH

CANADIAN NATIONAL RAILWAYS PCL_0 PLAN 1878

CN RAIL (GP)

TOWN OF NEEPAWA PCL A PLAN 6322 CT# 178859

N. HOLLIER 1/2-27524 CT# 224367

SERVICE ROAD

CT# 196181

N. SERVICE ROAD

R=25

FIFTH AVE.

FOURTH AVE

BLOCK 14 PLAN 222

BLOCK PLAN

H.R. DALKIN ENTERPRISES LTD. CT# 234818

NOTE : ALL APPROACHES RIGHT IN – RIGHT OUT ONLY

Neepawa Motel

9-7368

L. SIEMAS CT# 213437

Matt's Auto Body

10-7368

R. DAVIE CT# 196180

11-7368

A. EVANS & SONS LTD. CT# 119902

4832

A.EVANS CT# 193397

Mr. Rib's Restaurant

CLOSE X X X

AWAPEEN ENTERPRISES LTD. PLAN 6638 CT# 182991

Chicken Delight

60794 MANITOBA LTD. PLAN 6838 CT# 210379

Cross Roads Chrysler Jeep

NOTE : ALL PTH 16 APPROACHES RIGHT IN – RIGHT OUT ONLY

CLOSE X X X

R=100

Manitoba Agriculture

Chicken Corral

LJW ENTERPRISES LTD. 3-27524 CT# 223836

McDonald's

342127 MANITOBA LTD. LOT 1 PLAN 35285 CT# 1651802

DARREL S. RIED LTD. PLAN 34051

CT# 237883

CT# 237884

Dairy Queen

Neepawa Service

16 F. RAINKE CT# 174760 CT# 175203

13

14 R. McCUTCHIN CT# 1646352

16

15 R. PEARSON CT# 173809

DR

B.STEFANIUK 2-742 CT# 226016

D. BUTTERFIELD 1-742 CT# 1964416

D. JORUNDSON 1-7366 CT# 196142

Trailer Park

PETRO CANADA INC. 2-7366 CT# 210040

Bulk Fuel

D. STRELCZICK 3-7366 CT# 196144

IMPERIAL OIL LTD. CT# 222814

HAIS DEVELOPMENT CT# 1707453 CT# 1707456

Agassis Drive In

PLAN 6991

R. DESJARDINS CT# 206388

HMQ CT# 1948498

ESSO

URANICK ENTERPRISES LTD. CT# 1836791

NEEPAWA GLADSTONE COOPERATIVE CT# 1956071

NOTE : ALL PTH 16 APPROACHES RIGHT IN – RIGHT OUT ONLY

NEEPAWA GLADSTONE COOPERATIVE CT# 1979796

MCBRIDE AVE

S. SERVICE ROAD

R. DOMANSKY CT# 1679051

M. MARTIN CT# 237472

55 W. TINKLER 54 CT# 1693251 53

1 2 J. KASPRICK 3 CT# 234411

54 53 J. KASPRICK CT# 219328 52

1 J. DAVE CT# 236544 3

65 64 63 62 SHELL CANADA PRODUCTS LTD. CT# 210565

BLOCK 4 PLAN 425

BLOCK 3 PLAN 425

BLOCK PLAN 4

EXISTING N. PL. PROPOSED S. PL. EXISTING S. PL.

55.5 R.O.W. (PROP.)

42.8 R.O.W. (EXIST)

20.0 13.5 6.5 6.5 20.0 9.0

6.8 7.4 5.0 7.4 9.3 8.0 5.0

0.3 3.0 0.3 3.0

2% 2% 1% 2%

W.B. LANES E.B. LANES S. SERVICE RD

CROSS-SECTION D-D (STATION 6+050)

EXISTING N. PL. EXISTING S. PL.

42.8± R.O.W.(EXIST)

20.1 13.6 6.5 6.5 22.7 16.2

6.9 3.0 7.4 5.0 2.4 9.5 3.0

0.3 LT. LANE 0.3

2% 2% 2%

W.B. LANES E.B. LANES

CROSS-SECTION EE-EE (STATION 6+275)

EXISTING N. PL. EXISTING S. PL.

31.175 R.O.W.(EXIST)

8.6 6.5 6.5 8.6

4.6 8.0 5.0 8.0 4.6

0.3 1.5 1.5 0.3

2% LT. LANE 2%

0.3x1.5 SIDEWALK W.B. LANES E.B. LANES 0.3x1.5 SIDEWALK

CROSS-SECTION FF-FF (STATION 6+460)

EXISTING N. PL. EXISTING S. PL.

30.175 R.O.W.(EXIST)

15.1 15.1

8.6 6.5 6.5 8.6

4.6 8.0 5.0 8.0 4.6

0.3 2% 2% 0.3

0.3x1.5 SIDEWALK W.B. LANES E.B. LANES 0.3x1.5 SIDEWALK

CROSS-SECTION GG-GG (STATION 6+670)

6+200 6+400 6+600 6+800

NOTE:

These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

Town of Neepawa

ELLEN ST

THIRD AVE

SECOND AVE

FIRST AVE

MOUNTAIN AVE

BROWN AVE

WALKER AVE

BLOCK K PLAN 1878

2625860 MANITOBA ASSOC.INC. PCL. A PLAN 1878 CT# 219359

PCL. A PLAN 28400

Elks Manor

BLOCK 82 PLAN 256

BLOCK 83 PLAN 256

BLOCK 84 PLAN 348

PEDESTRIAN CROSSWALK

PEDESTRIAN CROSSWALK (SIGNED ONLY)

W.B. LANES

E.B. LANES

R=1500

BLOCK 1 PLAN 425

BLOCK C PLAN 221

BLOCK 81 PLAN 256

BLOCK 80 PLAN 348

LOT 0 BLOCK 79 PLAN 348

7+000

7+200

7+400

7+6

N

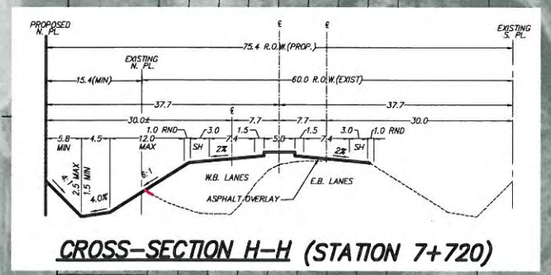
Manitoba Transportation & Government Services

NDLEA™

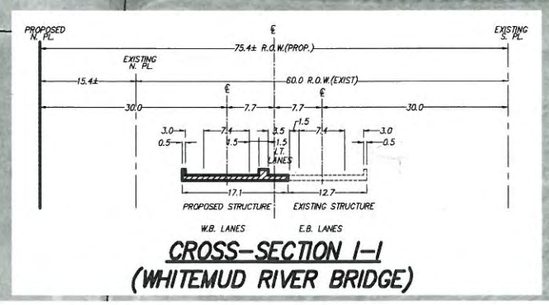
P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN

SCALE:	DATE:	FIGURE
1: 2000	09/08/04	4.1.3



CROSS-SECTION H-H (STATION 7+720)



CROSS-SECTION I-I
(WHITEMUD RIVER BRIDGE)

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

4.1.4

Dec 14, 2004 - 1:33pm
C:\Documents and Settings\tparker\Local Settings\Temp\BGPlot_4072\4747-Figures 4.1.dwg -tab:7.1.4L UNDER

Town of Neepawa

S. BLAHITKA
SW34-14-15W
CT# 1782439

J

36.3

PTH 16

=2000

FUTURE W.B. LANES

C. KOSTENCHUK
DESC. SE34-14-15W
CT# 1838557

Proudst Sign and Rubber Stamp

CLOSE
X X X

CLOSE
X X X

CLOSE
X X X

X X X
CLOSE

X X X
CLOSE

3131696 MANITOBA LTD.
DESC. NW27-14-15W
CT# 1649596

PCL. B

CT# 228350
CT# 228352

20.0

MANITOBA HYDRO-ELECTRIC BOARD

CT# 29748

Transformer Station

PCL. C

PCL. A

PROPOSED N. PL.

EXISTING S. PL.

127.4 R.O.W. (PROP.)

EXISTING N. PL.

57.4

70.0 R.O.W.(EXIST)

68.7

58.7

40

28.7

28.7

30.0

50.0

5.8

4.5 MIN.

12.0 MAX.

1.0 RND

3.0 SH

1.5 SH

1.0 RND

1.0 RND

1.5 SH

3.0 SH

1.0 RND

7.4

2%

2%

1.0m

4% MAX 2.5 MIN

6:1

6:1

6:1

4%

4%

W.B. LANES

E.B. LANES

CROSS-SECTION J-J (STATION 8+550)

8+400

8+600

8+800

9+000

N

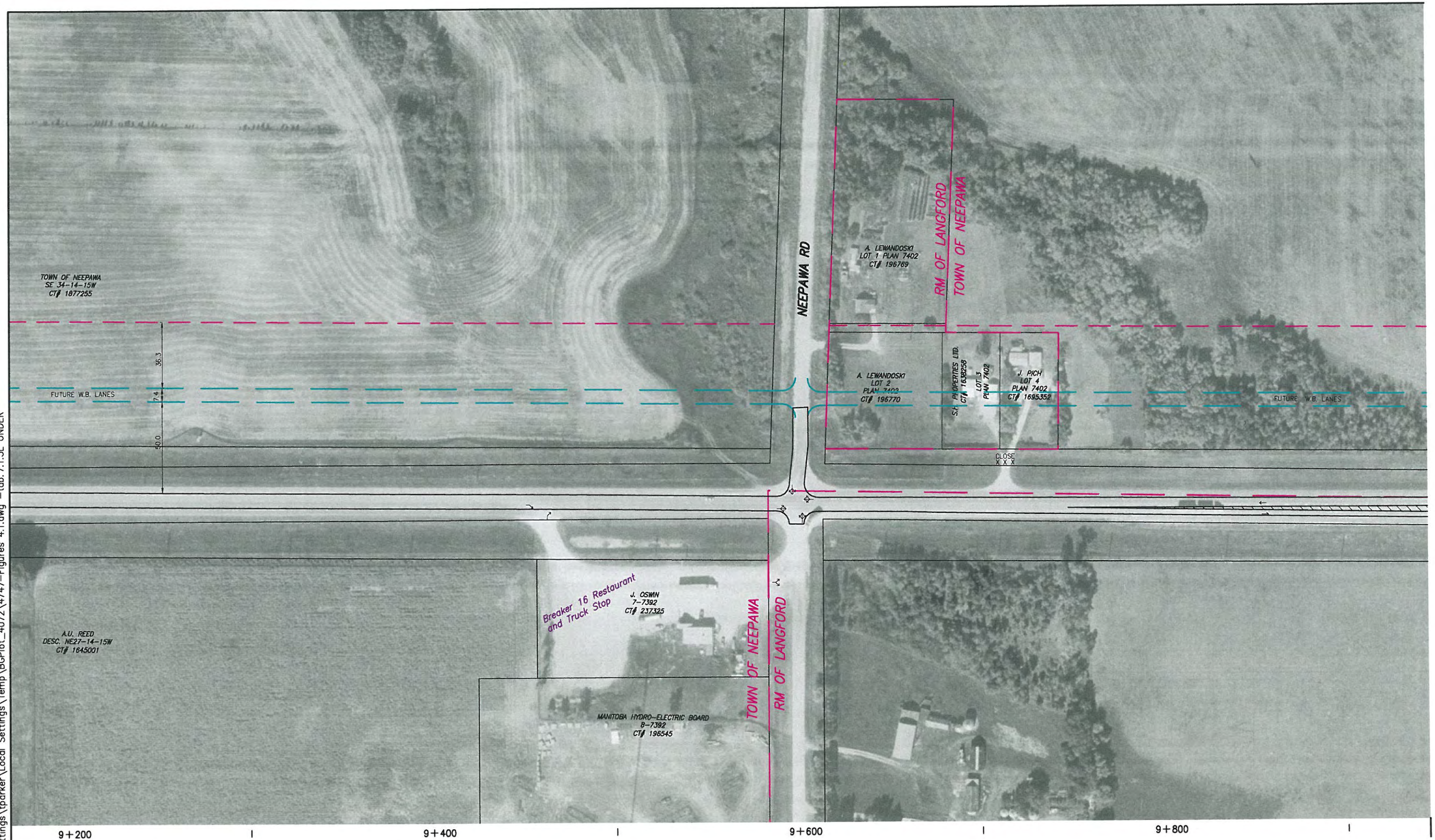
Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN

SCALE:	DATE:	FIGURE
1: 2000	09/08/04	4.1.4

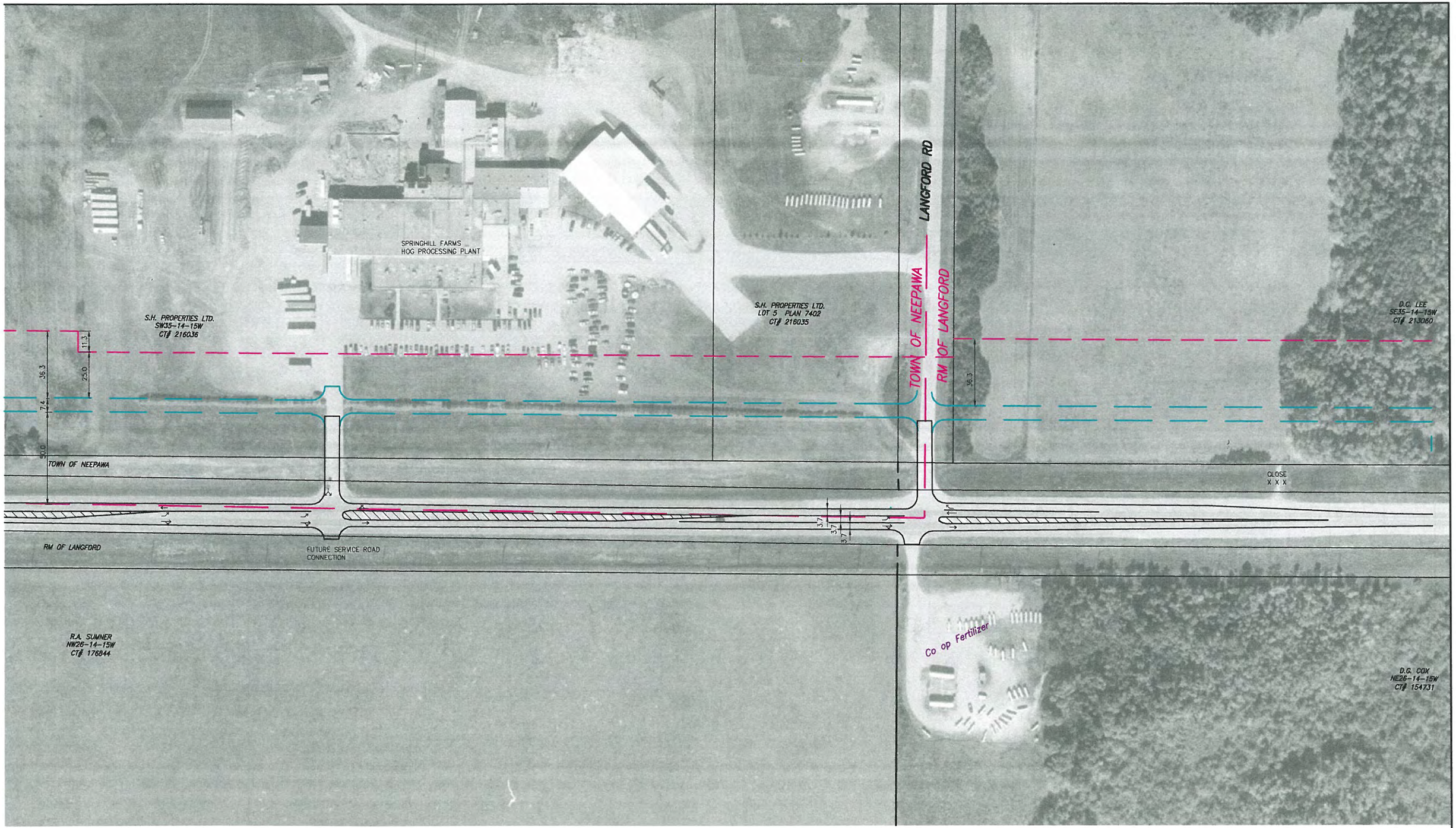


NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

4.1.5

Dec 14, 2004 - 1:34pm
C:\Documents and Settings\tparker\Local Settings\Temp\BGPlot_4072\4747-Figures 4.1.dwg -tab: 7.1.5L UNDER



Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN

SCALE:	DATE:	FIGURE
1: 2000	09/08/04	4.1.5

TOWN OF NEEPAWA

SW31-14-15W

CT# 1942005

110.2

242.0
R=2963.7

237.7
R=3036.3

56000m2

66.0

0.0

I. & A. WILSON
NW30-14-15W
CT# 197841

3+000 | 3+200 | 3+400 | 3+600

N

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

TOWN OF NEEPAWA
SE31-14-15W
CT# 1753785
CT# 1942000

404.3
R=2990.8

123.1

81.3
91.1

36100m2

PRAIRIE FOREST
PRODUCTS LTD.
LOT1
PLAN 5324
CT# 237083

PRAIRIE FOREST
PRODUCTS LTD.
CT# 237082

LOT 1 PLAN 26817

Lumber Yard

42.2

58.0

32.3

1100m2

30.7

167.6
R=2848.5

2600m2

187.0

26.8

PTH 16

PLAN 3997

12.8
12.7

18.0
18.1

60.0
60.1

4m2

17m2

160m2
E. DORNN
PT. NE 30-14-15W
CT# 1823962

76.4

10.9

5.7

28.7
R=42.0

56.8
R=34.0

690m2

FLATT IMPLEMENTS LTD.
PLAN 4916
CT# 1882981

J. WAHOSKY
PCL. 2
PLAN 6469
CT# 211474

Plumbing and Heating

J. DYER
LOT 1
PLAN 6830
CT# 206582

W. MOGER
LOT 2
PLAN 6830
CT# 186997

M. ANDERSON
PCL A.
PLAN 5211
CT# 1641494

L. SANGSTER
LOT 1
PLAN 6583
CT# 1699059

D. GARDY
LOT 2
PLAN 6583
CT# 1726838

Berry Farm

R. KLASSEN
LOT 3
PLAN 6830
CT# 187424

N. FLATT
PCL. A
PLAN 6085
CT# 168537

3+800

4+000

4+200

4+400

N

Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN
RIGHT-OF-WAY REQUIREMENTS

SCALE:	DATE:	FIGURE
1: 2000	12/11/04	4.2.1

J. GRAHAM
CT# 234917
4-1-32366

MAPLE LEAF FOODS INC
CT# 1645096
5-1-32366

MARION MAZER HOLDINGS (1996)
LOT 1
PLAN 21808
CT# 1649072

M. ISHENBERG
PT. 11-21808
CT# 219137

Yellow Head Cooking

KNIGHT UPHOLSTERY
CT# 1933846
2-2-32366

Beautiful Plains School Division

AIRPORT RD.

John Deere Dealer

MARION MAZER HOLDINGS(1996)
LOT 2
PLAN 21808
CT# 1649072

Yellowhead Equipment

EDWARD MAZER
HOLDING LTD
LOT 1
PLAN 28288
CT# 1647948

Case Dealer

MAYOR EQUIPMENT LTD.
LOT 2
PLAN 28288
CT# 225298

D. RANGER
7-21808
CT# 1650312

M. RAINKA
PT. 11-21808
CT# 1682751

C.NAGORSKI
CT# 234637
1-2-32366

Knights Upholstery

TOWN OF NEEPAWA
CT# 234170
3-2-32366

Antiques

1100m2

Auto Repair

RM OF LANGFORD
CT# 237136
PUBLIC RESERVE

D. RANGER
8-21808
CT# 1650315

310m2

110m2

35m2

PTH 16

780m2

1000m2

180m2

200m2

2200m2

1700m2

5600m2

J. STROHMAN
PCL 4
PLAN 6469
CT# 178433

J. CANN
CT# 1922285
LOT 1 PLAN 4788

Garden Centre

L. HARDING
PCL. 3
PLAN 6469
CT# 179331

TOUCHWOOD PARK ASSOCIATION INC.
PLAN NO. 5000
CT# 1635390

Touchwood Park Industries

M. ISHENBERG
NW29-14-15W
CT# 1649942

M. ISHEN.

RM OF LANGFORD

TOWN OF NEEPAWA

LMG PROPERTIES LTD.
LOT 1
PLAN 35257
CT# 1643512

Super 8 Motel

M. ISHENBERG
CT# 245490

4+600 | 4+800 | 5+000 | 5+200

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

M.ISHENBERG
10–21808
CT# 215317

RM OF LANGFORD

TOWN OF NEEPAWA

GILL DR

EIGHTH AVE

M.McCARTHY
1–32758
CT# 1699600

PCL. 7 PLAN 6081 CT# 212612

NEEPAWA FUNERAL SERVICES
2–32758
CT# 1829439

A.C. ENTERPRISES INC.
1–5694
CT# 212613

Westco AC Inc.

W. WHITE
CT# 202558
PT. PCL. A
PLAN 5203

W. WHITE
2–5694
CT# 205951

B.McLAUGHLIN
PT. PCL. A
PLAN 5203
CT# 1851115

W. WHITE
PCL. B
PLAN 5203
CT# 1884679

Nicks Repair Service

1400m2

1200m2

1500m2

HMQ (MB)
PCL. A
PLAN 5678
CT# 153396

Court Office

970m2

R. JAKUBOWSKI
PCL. A
PLAN 5772
CT# 1868349

300m2

BOARD OF NEEPAWA VETERINARY SERVICES DISTRICT
PCL. B
PLAN 5772
CT# 157845

NEEPAWA TIRE LTD.
3–5695
CT# 1646214

Good Year

S. HUYNH ET. AL.
2–5695
CT# 1825424

G & B Auto Service

44m2

D. LYTLE
PCL. C
PLAN 5428
CT# 1865673
CT# 1865674

950m2

A. LYTLE LTD.
1–5847
CT# 161311

A. LYTLE, LTD
2–5847
CT# 1865678

2800m2

TOWN OF NEEPAWA

1	2	3	4	5	6	7
B. VOGT CT# 213491	D. CLOW CT# 227982	R. KALYNUIK CT# 1634651	T. McINTOSH CT# 198622	L. SMITH CT# 237986	T. JOHNSTON CT# 212163	N. WAREHAM CT# 212163
1–7368	2–7368	3–7368	4–7368	5–7368	6–7368	7–7368

Ben's Auto Repair

H.R. PALM ENTERPRISES LTD

BERG BLOCK 2 PLAN 34435 CT# 238741

HQM (MB) CT# 1649949

J.T. DAVIES
2–1–34435
CT# 238786

3471552
MANITOBA LTD
1–1–34435
CT# 1642808

T.N.T. Ford

RM OF LANGFORD
CT# 1649945

CHAMPS FOOD SYSTEMS LTD.
NE29–14–15W
CT# 1655126

8000m2

A.G. Depot Farm Industries

700m2

WHITEMAN

10	9	8	7	6
P. WEBBER	PLAN 742 CT# 1974471			

320m2

H. NETZEL 5–742 CT# 228262

M. ROBINSON 4–742 CT# 237180

H. MUSTARD 3–742 CT# 237093

P. WEBBER
PCL. A PLAN 4943
CT# 1974470

2100m

5+400 | 5+600 | 5+800 | 6+000

N

Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN
RIGHT–OF–WAY REQUIREMENTS

SCALE:	DATE:	FIGURE
1: 2000	09/08/04	4.2.2

PTH 5 NORTH

CANADIAN NATIONAL RAILWAYS PCL. O PLAN 1878

CN RAIL (CP)

FIFTH AVE.

FOURTH AVE

MCBRIDE AVE

TOWN OF NEEPAWA PCL. A PLAN 6322 CT# 178859 2200m2

N. HOLLIER 1/2-27524 CT# 224367 1900m2

CT# 196181

H.R. DALKM ENTERPRISES LTD. CT# 234818 — 9-7368 Neepawa Motel

L. SIEMAS CT# 213437 — 10-7368 Matt's Auto Body

R. DAVIE CT# 196180 — 11-7368

A. EVANS & SONS LTD. CT# 119902 — Mr. Rib's Restaurant

A.EVANS CT# 193397

AWAPEEN ENTERPRISES LTD. PLAN 6638 CT# 182991 — Chicken Delight

60794 MANITOBA LTD. PLAN 6638 CT# 210379 — Cross Roads Chrysler Jeep — 780m2

950m2

290m2

Manitoba Agriculture

LIW ENTERPRISES LTD. 3-27524 CT# 223836 — Chicken Corral

McDonald's

Neepawa Service — 1200m2

3422127 MANITOBA LTD. LOT 1 PLAN 35285 CT# 1651892

DARREL S. RIED LTD. PLAN 34051

CT# 237883 — Dairy Queen

CT# 237884

BLOCK 14 PLAN 222

16 F. RAINKE CT# 174760 CT# 175203

14 R. McCUTCHIN CT# 1646352

BLOCK PLAN

16

15 R. PEARSON CT# 173809

DR

21m2

B.STEFANIUK 2-742 CT# 228016

D. BUTTERFIELD 1-742 CT# 1964416

D. JORUNDSON 1-7366 CT# 196142 — Trailer Park — 2600m2

Bulk Fuel

PETRO CANADA INC. 2-7366 CT# 210040

D. STRELCZICK 3-7366 CT# 196144

950m2

1000m2

IMPERIAL OIL LTD. CT# 222814

HAIS DEVELOPMENT CT# 1707453 CT# 1707456 — 800m2

Agassis Drive Inn

PLAN 6991

ESSO

URANICK ENTERPRISES LTD. CT# 1836791

NEEPAWA GLADSTONE COOPERATIVE CT# 1956071

NEEPAWA GLADSTONE COOPERATIVE CT# 1979796

R. DESJARDINS CT# 206388

HMQ CT# 1946498

M. MARTIN CT# 237472 — 1000m2

T. LABIUK CT# 237414

R. DOMANSKY CT# 1679051 — 2400m2

55 W. TINKLER

54 CT# 1693251

53 190m2

BLOCK 4 PLAN 425

1 2 J. KASPRICK 3 CT# 234411

54

53 J. KASPRICK CT# 219328 52

1 J. DAVIE CT# 236544 3

BLOCK 3 PLAN 425

65 64 63 62 SHELL CANADA PRODUCTS LTD. CT# 250555

BLOCK PLAN 4.

6+200 6+400 6+600 6+800

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

Town of Neepawa

ELLEN ST

THIRD AVE

SECOND AVE

FIRST AVE

MOUNTAIN AVE

BROWN AVE

WALKER AVE

13
222

M. ELYN
T# 1636085

E. ADAMSON
8–31047
CT# 231187

H. KINES
7–31047
CT# 231186

BLOCK K
PLAN 1878

16 C. CONQUERGOOD
15 CT# 158369

13
14 W. BRIDGES
CT# 214251

2625760 MANITOBA ASSOC.INC.
PCL. A PLAN 1878
CT# 219359

PCL. A PLAN 28400

Elks Manor

W. GILL
CT# 228506

73117 MANITOBA LTD.
LTD. CT# 209308

BLOCK 82 PLAN 256

M. McCUTCHIN
CT# 1646468

T. EDWARDS
CT# D193348

J. PEGOSKI
CT# 1646431

L. DYCK
CT# 208717

K. GORDON
CT# 172931

W. TYLOR
CT# 207882

S.SPEISS
CT# 1652508

BLOCK 83 PLAN 256

S. KITCHEN
CT# 156761

W. NAHNYBIDA
CT# 234480

N. MARTIN
CT# 230127

H. GILL
CT# 211293
PLAN 21230

R. THOMAS
CT# 89382
CT# 90544

BLOCK 84 PLAN 348

TOWN OF NEEPAWA
CT# 88196, 75469

TOWN OF NEEPAWA
CT# 88196, 88197

TOWN OF NEEPAWA
CT# 88196, 88197

I. KREUTZER
CT# 227690

2
25

71 R. WILLIAM
70 CT# 84165

J. MacPHEE
CT# 232381

16–7710

BLOCK 1
PLAN 425

H. TURNER
15–7710
CT# 207792

M. HENNEBERRY
1–7710
CT# 1636232

28 E. GREENHALGH
CT# 180389

27

26

1 R. BENSON
CT# 170914

2

3

BLOCK C
PLAN 221

1/3 A PLAN 221 THE CHURCH OF ENGLAND
CT# 5336
D36724, 5294

S. CABILDO
CT# 238376

J. WILSON
CT# 201177

B. ANDERSON
CT# 234369

J. PUBBEN
CT# 235970

D. EISENER
CT# 224429

CT# 224428

D. EISENER

BLOCK 81 PLAN 256

W. GUINN
CT# 73601

T. LOCKERBY
CT# 1645003

N. BENNING
CT# 207084

K. GUINN
CT# 1644702
CT# 1644706

T. GUINN
CT# 223604
CT# 224076

J. MONTGOMERY
CT# 231289

BLOCK 80 PLAN 348

BY-LAW NO.179

J. MONTGOMERY
CT# 231288

LOT 0 BLOCK 79 PLAN 348

BY-LAW NO.179

7+000

7+200

7+400

7+6

N

Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN
RIGHT–OF–WAY REQUIREMENTS

SCALE:	DATE:	FIGURE
1: 2000	09/08/04	4.2.3

INSTRUMENT NO 39679

INSTRUMENT NO 39679

E. TURNER
PCL. A PLAN 5262
CT# 1764529

188.7
18.0
4300m2
188.7
18.0

WHITEMUD RIVER

BROADWAY AVE

TOWN OF NEEPAWA PLAN 5477 CT# 1464/2

BLOCK 85 PLAN 348
TOWN OF NEEPAWA
CT# 232739
126.0
1800m2
18.0

LOT 0 PLAN 348
TOWN OF NEEPAWA
CT# 194139
2100m2
136.6

84.8
73.1
R=1044.1
195.8
R=1963.7
24.5
808.3

LOT 0 BLOCK 78 PLAN 348
A. ZACHARIAS
CT# 1645778
J. KASPRICK
CT# 1637512

PTH 5 SOUTH

SPECIAL SURVEY PL.NO.255

3131698 MANITOBA LTD.
CT# 1649482

LOT 0 BLOCK 77 PLAN 348

D.F.BURNETT
LOT 1 PLAN 34132
CT# 238067

7+800
8+000
8+200

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

N

Town of Neepawa

S. BLAHITKA
SW34-14-15W
CT# 1782439

250.6
R=2031.7

207.5

59.6

116.9

PTH 16

40000m2

62.7

4100m2

67.7

C. KOSTENCHUK
DESC. SE34-14-15W
CT# 1838557

7900m2

Proudst Sign and Rubber Stamp

67.7

62.0

116.9

3131696 MANITOBA LTD.
DESC. NW27-14-15W
CT# 1649596

PCL. B

CT# 228350
CT# 228352

MANITOBA HYDRO-ELECTRIC BOARD
CT# 29748

Transformer Station

PCL. C

PCL. A

8+400

8+600

8+800

9+000

N

Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN
RIGHT-OF-WAY REQUIREMENTS

SCALE:	DATE:	FIGURE
1:2000	09/08/04	4.2.4

TOWN OF NEEPAWA
SE 34-14-15W
CT# 1877255

629.9

43000m2

627.3

68.1

NEEPAWA RD

A. LEWANDOSKI
LOT 1 PLAN 7402
CT# 196769

RM OF LANGFORD
TOWN OF NEEPAWA

303.8

31.9 61.8 31.9

A. LEWANDOSKI
LOT 2
PLAN 7402
CT# 196770

4000m2

S.H. PROPERTIES LTD.
CT# 1638258
LOT 3
PLAN 7402

2000m2

J. PICH
LOT 4
PLAN 7402
CT# 1695352

2000m2

63.7

Breaker 16 Restaurant
and Truck Stop

J. OSWIN
7-7392
CT# 237325

A.U. REED
DESC. NE27-14-15W
CT# 1645001

TOWN OF NEEPAWA
RM OF LANGFORD

MANITOBA HYDRO-ELECTRIC BOARD
8-7392
CT# 196545

9+200 9+400 9+600 9+800

N

4.2.5

NOTE:
These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

S.H. PROPERTIES LTD.
SW35-14-15W
CT# 216036

S.H. PROPERTIES LTD.
LOT 5 PLAN 7402
CT# 216035

D.C. LEE
SE35-14-15W
CT# 213060

TOWN OF NEEPAWA

RM OF LANGFORD

LANGFORD RD

11.4

344.9

100.5

36000m2

56.8

5700m2

57.0

587.1

100.5

TOWN OF NEEPAWA

RM OF LANGFORD

R.A. SUMNER
NW26-14-15W
CT# 176844

Co op Fertilizer

D.G. COX
NE26-14-15W
CT# 154731

10+000 | 10+200 | 10+400 | 10+600 |

N

Manitoba Transportation & Government Services

NDLEA™

P.T.H. 16 FUNCTIONAL DESIGN STUDY

RECOMMENDED PLAN
RIGHT-OF-WAY REQUIREMENTS

SCALE:	DATE:	FIGURE
1:2000	09/08/04	4.2.5