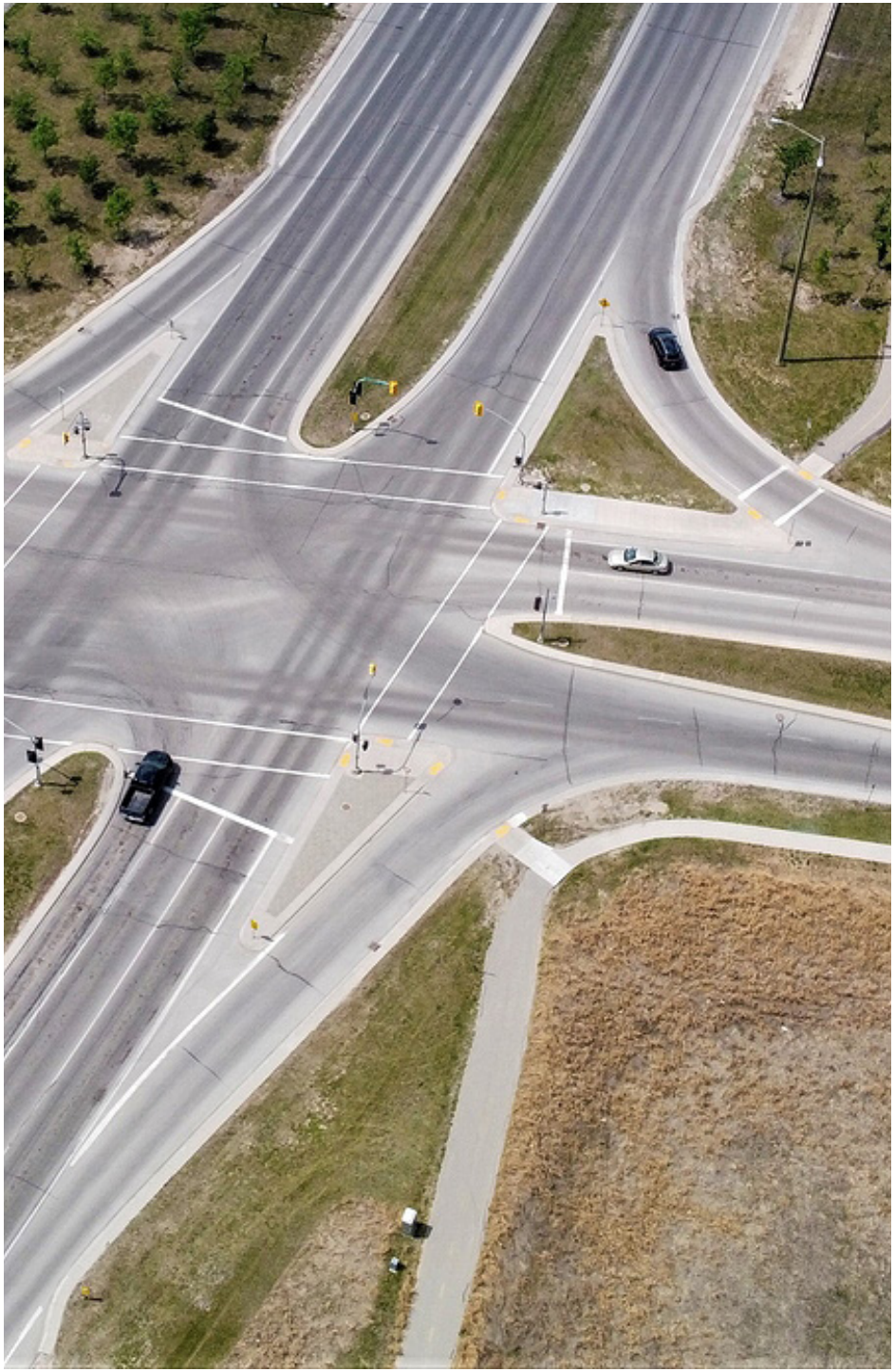


Manitoba Transportation and Infrastructure

2022 Multi-Year Highways Investment Strategy
April 2022

Manitoba

VISION

Connect and Protect Manitoba

MISSION

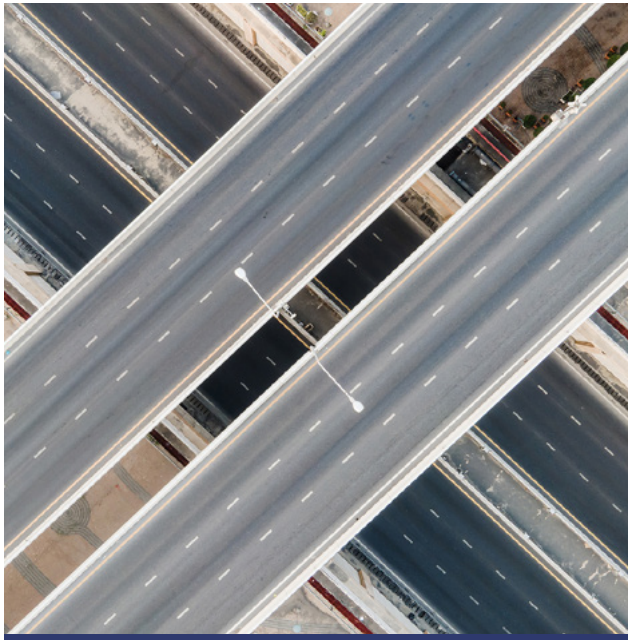
To ensure safe, reliable, and sustainable infrastructure and services for Manitoba and its communities

MANDATES

Quality of Life – Improving Outcomes for Manitobans
Working Smarter – Delivering Client-Centred Services
Public Service – Delivering Client-Service Excellence
Value For Money – Protecting Manitoba's Bottom Line

VALUES

Trustworthy, Accountable, Innovative, Committed and Caring



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LAND ACKNOWLEDGMENT

We recognize that Manitoba is on the Treaty Territories and ancestral lands of the Anishinaabeg, Anishininewuk, Dakota Oyate, Denesuline and Nehethowuk peoples.

We acknowledge Manitoba is located on the Homeland of the Red River Métis.

We acknowledge northern Manitoba includes lands that were and are the ancestral lands of the Inuit.

We respect the spirit and intent of Treaties and Treaty Making and remain committed to working in partnership with First Nations, Inuit and Métis people in the spirit of truth, reconciliation and collaboration.

LIST OF DEFINITIONS & ACRONYMS

Hwy = Highway

Jct = Junction

MTI = Manitoba Transportation & Infrastructure

N, S, E, W = North, South, East, West

PTH = Provincial Trunk Highway

RTAC = "Road Transportation Association of Canada", now known as Transportation Association of Canada or "**TAC**"

RTAC = one of the weight loading classifications on Manitoba's Highways. RTAC highways are allowed more weight than A1 and B1 classified highways

PR = Provincial Road

1.0 Introduction

Manitoba Transportation and Infrastructure's (MTI's) vision is to ensure safe, reliable and sustainable infrastructure and services for Manitoba and its communities. Advanced project planning will help the department to realize these goals. Sharing the three-year plan provides the public and industry with a preview of upcoming projects. This transparency fosters sustainable relationships through trust, communication and a common understanding of program planning.

The three-year infrastructure investment strategy differs from the capital budget in that it is a guide for strategic infrastructure investments. The plan emphasizes cost-effective and efficient delivery of the capital budget, which allows MTI to meet long-term financial and functional goals.

The investment strategy highlights MTI's project priorities and guides MTI staff in strategically and systematically planning projects. With three years of projects planned out in advance, there is flexibility and opportunity to accommodate project deferrals and advancements to optimize budget expenditures. The infrastructure plan focuses on a number of key initiatives including Manitoba's Trade & Commerce Routes and the Winnipeg One Million Perimeter Highway Freeway Initiative. Projects are organized to reflect the investment categories of infrastructure renewal, economic development, climate resiliency, and connectivity and innovation.

2.0 Strategic Initiatives

MTI has identified two strategic initiatives for highways related to Trade and Commerce and the Winnipeg One Million Perimeter Highway Freeway initiative. These initiatives are used to guide the development of the capital plan and prioritization of investments.

Trade & Commerce

Description of initiative:
International, interprovincial, and regional goods movement is an integral part of Manitoba's economy. The provincial highway network plays a vital role in enabling market access. Over the next decade, Manitoba will be seen as a national and international transportation hub, linking east to west, north to south, and enabling strong economic activity within and across our borders. Allowing heavier loads on our highways supports Manitoba businesses by requiring fewer trips/ shipments to transport goods from one location to another. However, this requires greater investment to build the highway infrastructure such as roads, bridges, and culverts that support the loading on these routes.

The Trade & Commerce initiative involves upgrades to the provincial highway network to expand the grid of Trade & Commerce routes that support RTAC loading (i.e. Manitoba's heaviest regulated loading classification).

- Trade routes - support interprovincial or international goods movement
- Commerce routes - support goods movement within the province

As it is not economical for all provincial highways to support RTAC loading, a grid of strategic routes has been identified. When completed, the grid of Trade & Commerce routes will represent 36.5 per cent (7,112 kilometres) of Manitoba's all-weather provincial road network. As of 2021, 5,989 kilometres of the grid already support RTAC loading.

2.0 Strategic Initiatives

Trade & Commerce – continued

Rationale/need:

The Trade & Commerce grid will expand the network of strategic highways and allow the Manitoba government to:

- Expand its interconnected grid of key north-south and east-west corridors that support RTAC loading
- Continue to build and maintain a robust highway network that supports the economy by enabling access to interprovincial and international markets
- Identify alternative RTAC routes where existing RTAC highways are vulnerable to the effects of climate change
- Prioritize highway investments that best support Manitoba's economy
- Improve climate performance through the reduction of greenhouse gas emissions as a result of fewer trips

2.0 Strategic Initiatives

Winnipeg One Million Perimeter Highway Freeway Initiative

Description of initiative:
The Perimeter Highway is one of the most important economic corridors in Manitoba

- It is a key link in the TransCanada Highway
- It plays a strategic role in Manitoba's economy by providing Manitoba's industries with access to world markets
- It has high traffic volumes with over 30,000 vehicles per day and increasing rapidly

Residential, commercial, and industrial growth in Winnipeg and surrounding communities has demonstrated the need to create a safer and more efficient Perimeter Highway. Manitoba Transportation and Infrastructure's vision for the Perimeter Highway is a fully access-controlled freeway, similar to United States Interstate standard. Upgrading the Perimeter Highway to freeway standard requires a combination of safety improvements and construction of interchanges. Becoming a modern freeway requires removal of at-grade crossings, the addition of interchanges/overpasses at all intersecting roadways and railways, and the reconstruction of pavements and some major structures.

PRIORITY: Safety Improvements

- Access improvements: adding turning lanes; improving or adding new service roads to ensure residents have safe alternate access to their homes and local businesses
- Signalizing or closing unsafe median openings and stop sign-controlled accesses
- Limiting access to intersections that are appropriately signalized

PRIORITY: Interchange Construction[1]

- PTH 100/St. Mary's Road
- PTH 3/PTH 100

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[1] Future interchanges and associated roadworks are identified through the 2020 South Perimeter Functional Design Study and the forthcoming North Perimeter Functional Design Study.

2.0 Strategic Initiatives

Winnipeg One Million Perimeter Highway Freeway Initiative – continued

Rationale/need:
Freeways support safe, efficient, and free-flowing traffic that include interchanges (including overpass structures and ramps or loops) and service roads providing access to the highway. As the Perimeter Highway is upgraded to freeway standard, it will increasingly offer free-flow conditions improving efficiency and reducing greenhouse gas emissions and fuel consumption.

Benefits of a fully access controlled freeway:
- Improved safety by eliminating at-grade intersections where the highest potential for serious collisions occur
- Improved efficiency, safety and reduced congestion by increasing the free flow of traffic by replacing traffic lights (signalized intersections) with grade-separated intersections

3.0 Capital Planning

Investment Categories

Most projects have components that fit under several or all investment categories. Each project is categorized in the investment category that best fits with the primary reason the capital project was initiated. Manitoba Transportation and Infrastructure's (MTI's) four strategic investment categories are:

- infrastructure renewals
- economic development
- climate resiliency
- connectivity & innovation

Safety is an entrenched value and overarching lens that is applied to all projects in all investment categories for all of MTI's asset classes. These categories are further described below:

1. Renewal projects can include replacement, major and minor treatments of existing infrastructure assets such as highways, bridges, and culverts. For example:
    - Replacement/reconstruction of existing infrastructure at the end of its service life to current standards
    - Major treatments, such as pavement resurfacing, to extend service life of assets such as pavements and bridges
    - Minor preservation treatments to extend the life of an infrastructure asset such as highway surface treatments and bridge repairs

2. Economic Development projects can include investments in infrastructure that support economic growth. For example:
    - Upgrades to Trade & Commerce routes
    - International Trade Hub (Perimeter Highway, PTH 1, PTH 75)
    - Upgrades to remove spring loading restrictions from highways
    - Operational improvements to border crossings
    - Upgrades to infrastructure that enable other major development investments

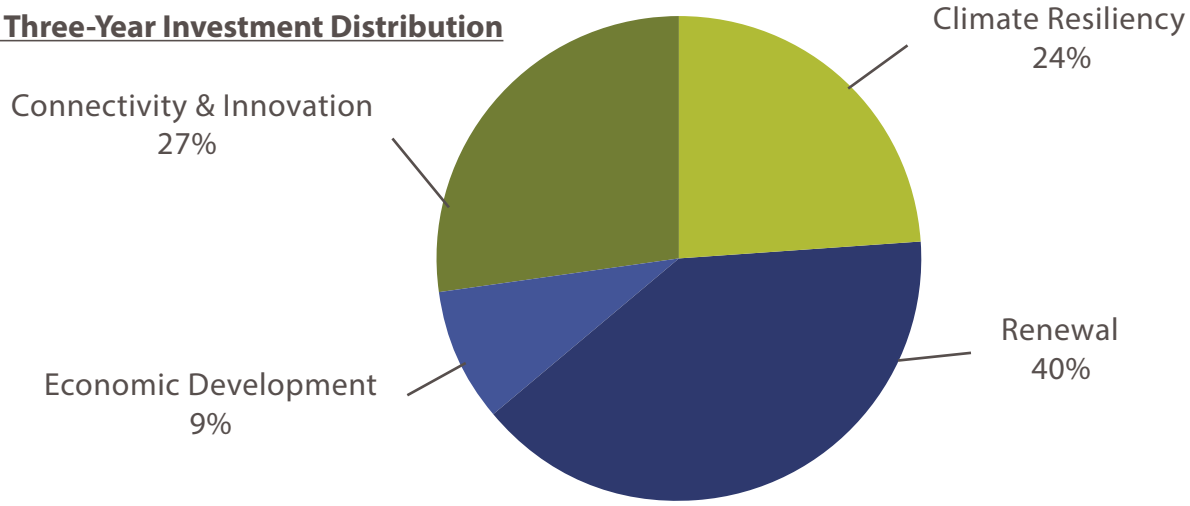
3.0 Capital Planning

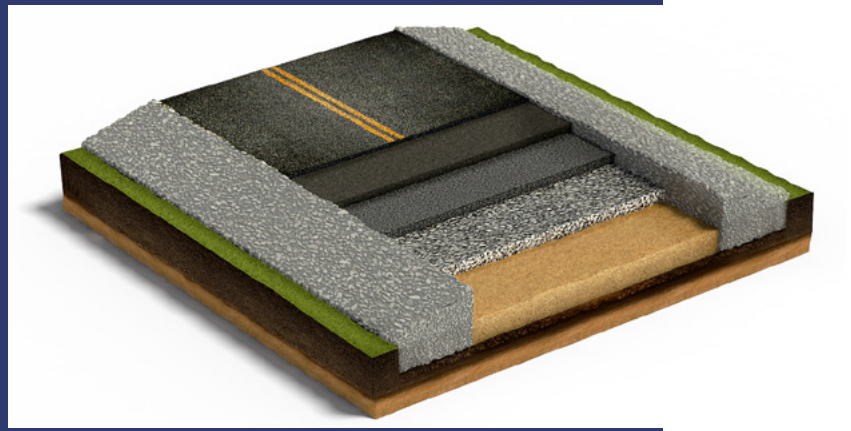
Investment Categories – continued

3. Climate Resiliency projects withstand the impact of changes to the climate over time including severe weather events.
   For example:
   - Upgrades to highway and bridge infrastructure so they remain operational during flood events

4. Connectivity & Innovation projects ensure Manitobans are connected to essential services and routes, and anticipate future needs and emerging technology. For example:
   - Highway twinning projects
   - Interchanges (cloverleaf, overpass structures)
   - New all-weather roads in remote areas
   - Innovation (intelligent transportation systems, connected autonomous vehicles)
   - New remote sensing or monitoring systems (monitoring systems on bridges and water infrastructure)
   - Water level and flow monitoring, weather monitoring and flood forecasting technologies
   - Intersection improvements (roundabouts, turning lanes, signals, signage, and illumination)

Chart 1: Three-Year Investment Distribution





3.0 Capital Planning

Highway Infrastructure Project Types Overview

Manitoba Transportation and Infrastructure plans, designs, constructs and maintains a wide variety of projects each year. These projects vary in both project type and magnitude. For example, minor capital projects are defined as projects whose total cost is less than or equal to one million dollars. Medium capital projects are defined as projects whose total cost is greater than one million dollars and less than ten million dollars. Major capital projects are defined as projects whose total cost equal to ten million dollars or greater. These projects are further organized based on several project types as described below:

1. **Interchange Construction Projects** include the design and construction of a road interchange, including roadways, overpass structures, direct access ramps, pertinent storm water drainage facilities and any other component necessary to successfully construct the intersection improvement. These projects ensure that current safety standards and future operating requirements are met.

2. **Surface Projects** are subdivided into Surface Rehabilitation or Surface Reconstruction projects. Surface rehabilitation is the act of repairing portions of an existing pavement to reset the deterioration process. Surface rehabilitation projects are performed when surface maintenance and preservation techniques are no longer viable options to improve ride quality.

3.0 Capital Planning

Highway Infrastructure Project Types Overview – continued

Surface Reconstruction requires the complete removal and replacement of the existing pavement structure. Surface Reconstruction projects are necessary when roadway geometry (e.g. curves or new alignments) changes are required or when surface rehabilitation is not practical. These projects may include a grading component such as grade widening.

3. **Structure Projects** are subdivided into Structure Rehabilitation or Structure Reconstruction projects. Structure rehabilitation is the act of repairing portions of an existing structure to reset the deterioration process and improve the level of service. Structure reconstruction requires the complete removal and replacement of the existing structure. Structure Reconstruction projects are necessary when the structure's geometry or loading does not meet current requirements, clearances need to be increased or when structure rehabilitation is not practical.

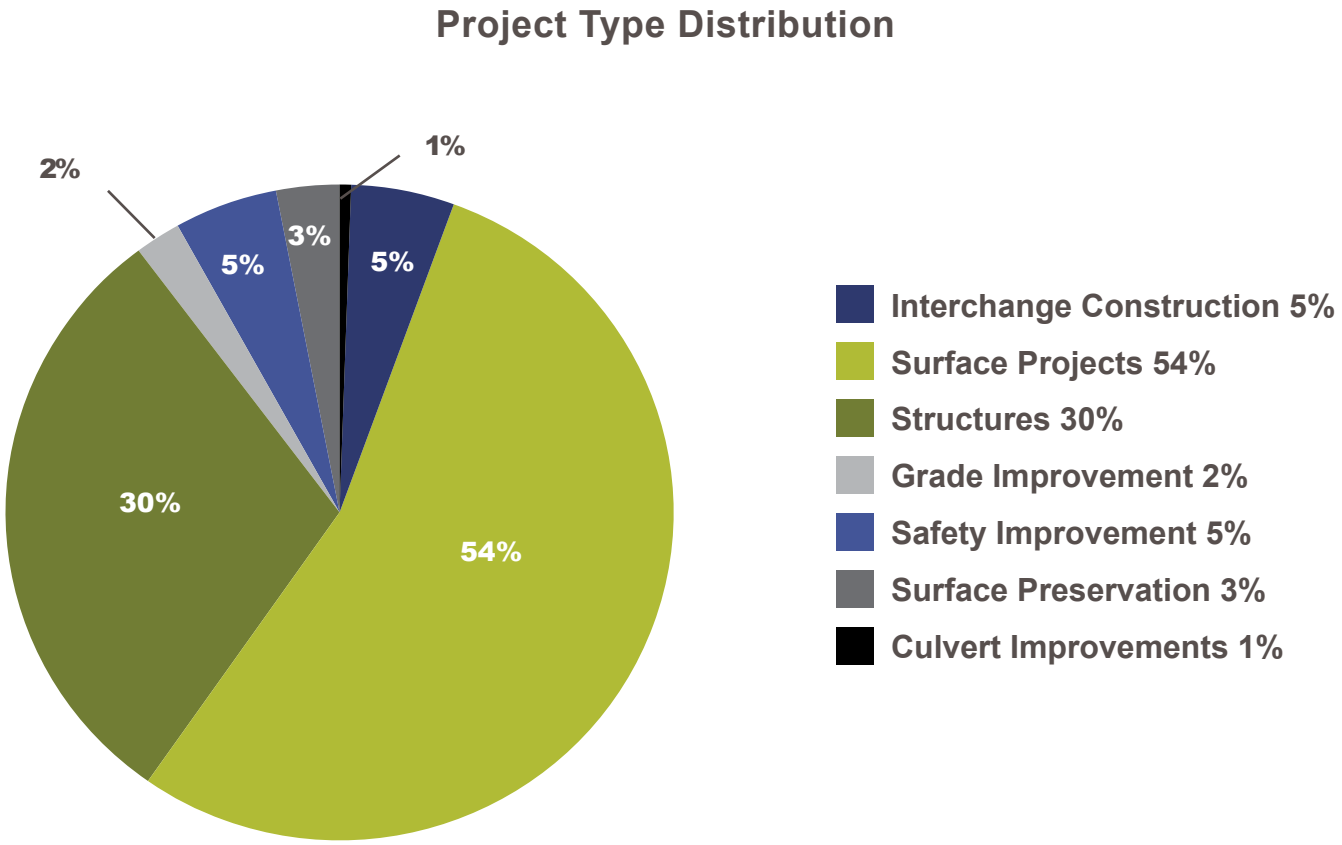
4. **Grade Improvement Projects** include structural improvements to the road bed and surface restoration to granular (gravel) roadways. These projects may also include widening of the road footprint, new locations, and roadway side slope improvements. These projects improve and/or protect the level of service and ride quality of roadways.

5. **Safety Improvement Projects** are subdivided into Intersection Improvements or Traffic Safety Improvements. Intersection Improvement projects may include the construction of new intersections, reconstruction of existing intersections, construction of service roads, closure of at-grade intersections or any other improvement that improves the safety and/or level of service at intersections. Traffic Safety Improvement projects cover the remaining safety improvement opportunities within the highway system. These projects may include traffic signals, illumination, guardrail installation, railway crossing improvements, side slope improvements, obstruction improvements, or any other work item that would improve safety.

6. **Surface Preservation Projects** are planned and performed to improve or sustain the pavement condition before more costly rehabilitation or reconstruction is required. Pavement preservation techniques include thin lift overlays, microsurfacing, and high-performance chip seal treatments.

7. **Culvert Improvement Projects** include culvert jacking and culvert replacement projects. These projects are required to restore the operation of failing culverts to acceptable performance levels.

Chart 2: Multi-Year Plan Project Type Distribution



3.0 Capital Planning

Project Selection

Manitoba Transportation and Infrastructure utilizes a return on investment model to evaluate and select projects for inclusion in the multi-year infrastructure plan. Each project's economic value for money (EVFM) is defined by measuring its merit against several criteria. These criteria include:

- Health, Safety and Security Requirements
- Capital Maintenance and Preservation
- Proactive Life Cycle Replacement
- Efficiency Improvement
- Energy/Water Consumption Efficiencies
- Regulatory Requirements
- Funding Agreements
- Service Disruption or Constraint
- Environmental Benefit
- Indigenous Commitment/Economic Benefits and Development
- Functional Improvements

After each proposed project is measured against the aforementioned criteria, a comprehensive evaluation is completed at a provincial level to develop a multi-year infrastructure plan that serves Manitoba's vision to ensure safe, reliable and sustainable infrastructure and services for Manitoba and its communities.

4.0 Highway Infrastructure Plan

Summary

Manitoba's multi-year highway infrastructure plan is outlined on page 18. The table provides the following information about each project:

- Project Type
- Strategic Investment Category
- Regional Location
- Highway Number
- Project Description
- Length of Project
- Total Estimated Project Cost
    - Project cost estimates listed can range from a Preliminary Estimate to a Engineers/ Tender Estimate
- Proposed Investment Schedule - represented by a project timeline
    - MTI's fiscal year in a twelve-month period that runs from April 1 to March 31

The departments Infrastructure Projects Map (MIP-Map) is an online geographic information system (GIS) web-service application with an interactive map that allows the public access to capital project information on the Manitoba highway network.

The mapped location and current status of projects that are currently included in the multi-year highway investment strategy are located here: https://www.gov.mb.ca/mit/mipmap/map.html

4.0 Highway Infrastructure Plan

Detailed Project List

The following table summarizes MTI's medium and major projects that are included within the three-year infrastructure investment strategy. Minor projects, whose individual total project costs is less than one million dollars, are rolled up at the bottom of each work type category.

See pages 18-32

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
INTERCHANGE CONSTRUCTION PROJECTS										
Connectivity & Innovation	Capital	100	S Perimeter: At St. Mary's Rd	---	**135.00**					
SURFACE RECONSTRUCTION PROJECTS										
Economic Development	Capital	059	US Border--PR 403	40.0	**36.50**					
Renewal	Western	227	PTH 16--PR 430	38.9	**36.00**					
Economic Development	Capital	201	E Jct PR 200--PTH 59	24.6	**33.50**					
Economic Development	Capital	201	PTH 59--PR 302	20.5	**27.70**					
Renewal	Western	001	At PTH 1A W Jct (Portage Diversion--Can-Oat Rd)	2.0	**26.30**					
Renewal	Capital	227	PR 430--PTH 6	33.0	**24.00**					
Renewal	Western	083	0.5km N of W Jct PTH 1--18.0km N of W Jct PTH 1	17.5	**23.00**					
Renewal	Capital	075	PR 305--PR 205 (S/B)	14.3	**21.19**					
Renewal	Capital	023	PR 336--PR 422	18.1	**20.50**					
Renewal	Capital	003	0.3km E of PTH 13--0.2km W of PR 336	20.8	**20.40**					
Renewal	Western	003	N Jct PTH 3A--N Jct PTH 34	13.6	**19.66**					
Economic Development	Capital	311	PR 206--PTH 12	10.0	**17.18**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
SURFACE RECONSTRUCTION PROJECTS										
Renewal	Capital	012	PTH 15--PTH 44	21.3	**16.18**					
Renewal	Capital	012	PTH 1--PTH 15	20.5	**16.11**					
Connectivity & Innovation	Capital	006	*PTH 101--Grosse Isle	4.0	**15.66**					
Renewal	Capital	003	0.2km W of PR 336--PR 305 (Morris River)	13.5	**15.30**					
Economic Development	Northern	239	Steeprock--9.5km W of PTH 6	13.8	**13.75**					
Economic Development	Northern	005A	In Dauphin: Triangle Rd--Whitmore Ave	1.8	**13.09**					
Economic Development	Western	021	N Jct of PR 355--1st Ave (Shoal Lake)	20.7	**12.00**					
Renewal	Capital	001	*0.8km W of PR 334--PR 334	0.8	**11.60**					
Renewal	Western	016	PR 472--W Jct PR 264 (Solsgirth Curves)	8.7	**11.05**					
Economic Development	Capital	311	PR 216--PR 206	5.0	**10.10**					
Economic Development	Northern	326	PR 329--2.4km E of PR 233	11.3	**10.00**					
Economic Development	Western	256	3.2km N of PR 255--PR 257	8.1	**9.78**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
SURFACE RECONSTRUCTION PROJECTS										
Renewal	Capital	001	In Headingley: John Blumberg Park--Camp Manitou Rd	1.5	**9.55**					
Renewal	Western	016	*2.0km W of PR 242--1.8km E of PR 242	3.8	**8.95**					
Renewal	Western	042	PR 264--12.2km E of PR 264	12.2	**7.98**					
Renewal	Capital	100	Service Rd: Wilkes Ave--Oakland Rd	6.4	**7.62**					
Economic Development	Capital	311	PTH 59--PR 216	6.6	**7.10**					
Renewal	Capital	100	Service Rd: Melnick & Aimes to St.Anne	1.7	**6.50**					
Renewal	Western	021	0.8km N of S Jct PR 355--1.6km N of N Jct of PR 355	4.1	**4.83**					
Renewal	Capital	100	Service Rd (Jackson Rd): Murdock Rd--Symington Rd	2.3	**4.10**					
Renewal	Capital	101	Service Rd: 1.0km W of PTH 9--PTH 9 (Kapelus Dr)	1.0	**4.10**					
Renewal	Capital	011	In Powerview: PR 304--1.7km W of PR 304	1.7	**4.00**					
Renewal	Capital	044	Red River--Red River Floodway	0.7	**3.53**					
Renewal	Capital	001	0.7km W of Ontario Boundary--Ontario Boundary	0.7	**3.00**					
Connectivity & Innovation	Capital	101	N Perimeter: PTH 1 W--PTH 1 E (W/B & E/B) (Portage Ave--Fermor Ave)	---	**3.00**					
Renewal	Northern	039	4.0km E of PR 392--7.0km E of PR 392	3.0	**2.60**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
SURFACE RECONSTRUCTION PROJECTS										
Renewal	Capital	001	GWWD Railroad Crossing--PR 308 (E/B) (Shoulders)	16.5	**2.30**					
Renewal	Northern	039	6.0km W of PR 596--10.0km E of PR 596	8.0	**2.16**					
Economic Development	Capital	236	0.3km N of PTH 6--1.7km N of PTH 6	1.4	**2.00**					
Renewal	Northern	068	PTH 5-- 1.8km E of PTH 5	1.8	**1.50**					
Renewal	Northern	634	In Roblin: Main St	0.9	**1.28**					
Various	Various	---	Minor Capital Projects	---	**1.00**					
SURFACE REHABILITATION PROJECTS										
Renewal	Capital	009	0.1km N of PTH 101--1.7km S of PTH 27	7.6	**41.10**					
Renewal	Western	023	PTH 5--PTH 34	39.4	**37.00**					
Renewal	Western	023	S Jct PTH 10--W Jct PTH 18	26.4	**25.50**					
Economic Development	Western	005	15.0km N of PTH 2--PTH 1	22.2	**25.46**					
Renewal	Western	083	PR 355--PTH 42	17.0	**22.48**					
Economic Development	Western	005	PTH 23--PTH 2	21.6	**21.32**					
Renewal	Western	023	W Jct PTH 18--PTH 5	25.3	**21.20**					
Renewal	Capital	002	*PR 240--PTH 13	25.5	**19.06**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
SURFACE REHABILITATION PROJECTS										
Renewal	Western	021	US Border--3.0km S of PTH 3	19.5	**17.70**					
Renewal	Western	010	*1.2km N of N Jct PTH 16--11.6km N of N Jct PTH 16	10.4	**17.67**					
Renewal	Capital	433	Lee River Rd--Cape Copper Mine Development	9.3	**15.90**					
Renewal	Western	001	*3.4km W of PTH 83 (Hargrave)--PR 257 (E/B)	15.5	**14.85**					
Renewal	Northern	006	*0.4km N of N Jct PR 237--0.6km S of PR 239 (Moosehorn--N of Grahamdale)	16.0	**14.17**					
Renewal	Northern	005	PTH 20--PTH 10	20.3	**13.00**					
Economic Development	Western	005	PTH 2--15.0km N of PTH 2	15.0	**11.64**					
Renewal	Northern	006	*0.4km N of N Jct PR 325--0.4km N of N Jct PR 237 (Ashern--Moosehorn)	14.4	**11.17**					
Renewal	Capital	006	*0.4km N of PR 419--S Jct PTH 68 (Lundar--Eriksdale)	19.6	**11.06**					
Renewal	Capital	012	1.8km N of PTH 52 (Park Rd)--Seine River Diversion (N/B & S/B)	12.2	**11.00**					
Renewal	Northern	006	0.6km S of PR 239--Fairford River	23.1	**10.10**					
Renewal	Western	010	0.2km S PTH 3--14.5km N PTH 3	14.7	**9.71**					
Renewal	Northern	010	PR 367--PR 271	13.7	**9.00**					
Renewal	Capital	059	S Jct of PR 210--Floodway Bridge (N/B & S/B)	14.3	**8.80**					
Renewal	Northern	039	*PR 392--34.6km E of PR 392 (excludes new alignment)	26.0	**8.23**					
Economic Development	Northern	326	PA 603--PR 329	10.9	**7.70**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
SURFACE REHABILITATION PROJECTS										
Renewal	Western	270	PTH 1--PTH 25	14.8	**6.50**					
Renewal	Western	001	0.3km W of W Jct PTH 10--0.3km E of E Jct PTH 10	2.2	**5.75**					
Renewal	Western	010	PTH 1--PTH 25	14.8	**5.30**					
Renewal	Northern	373	Kistapanen Dr--Norway House Airport	8.5	**4.00**					
Renewal	Western	024	N Jct PR 270--PTH 10	8.9	**3.50**					
Renewal	Capital	075	PR 205--PR 305 (S/B) (various locations)	14.0	**2.50**					
Renewal	Capital	075	S Jct PTH 23--PR 205 (S/B) (various locations)	13.3	**2.50**					
Renewal	Capital	075	US Border--PR 201 (S/B) (various locations)	15.5	**2.50**					
Renewal	Northern	285	PTH 10--E Jct of Kryschuk Rd (The Pas)	9.9	**2.12**					
Renewal	Capital	311	In Niverville: Krahn Rd--6th Ave S	2.5	**2.05**					
Renewal	Capital	075	PR 201--S Jct PTH 23 (S/B) (various locations)	25.1	**2.00**					
Renewal	Western	005	S Jct PTH 10--PTH 83 (various locations)	---	**1.61**					
Renewal	Northern	005A	In Dauphin: Whitmore Ave--Fourth Ave S	0.8	**1.33**					
Various	Various	---	Minor Capital Projects	---	**2.61**					
STRUCTURE PROJECTS										
Climate Resiliency	Western	010	*In Brandon: Daly Overpass (18th St at CP Railway)	---	**88.71**					
Climate Resiliency	Capital	059	At Floodway: 4.5km N of PTH 101 (Vicinity of Birds Hill)	---	**66.80**					
Climate Resiliency	Capital	001	At Symington Yard Overpass (E of Winnipeg)	---	**57.15**					
Climate Resiliency	Capital	200	At Floodway: 4.4km S of PTH 100	---	**32.24**					
Climate Resiliency	Western	305	At Assiniboine River: 13.3km S of PTH 1 (At Long Plain FN)	---	**28.05**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
STRUCTURE PROJECTS										
Climate Resiliency	Western	005	At Assiniboine River: 11.1km N of PTH 2 (At Spruce Woods)	---	**24.05**					
Climate Resiliency	Western	001A	Portage la Prairie Bypass: 7.6km E of PR 305 (W of Portage la Prairie)	---	**20.90**					
Climate Resiliency	Capital	248	At Assiniboine River: 0.3km S of PTH 26	---	**20.75**					
Climate Resiliency	Western	034	At Assiniboine River: 12.2km N of PTH 2 (N of Holland)	---	**26.50**					
Climate Resiliency	Northern	328	At Waterhen River: 0.2km E of PR 276	---	**16.85**					
Climate Resiliency	Capital	059	At Brokenhead River: 3.8km S of PR 319 (Vicinity of Scanterbury)	---	**13.85**					
Climate Resiliency	Capital	001	At Assiniboine River: 0.8km W of PTH 26 (E/B)	---	**13.25**					
Climate Resiliency	Western	003	At Souris River: 0.7km E of N Jct of PTH 83 (Vicinity of Melita)	---	**10.77**					
Climate Resiliency	Western	259	At Assiniboine River (Flood Relief): 6.1km W of PR 463 (Vicinity of Virden)	---	**9.65**					
Climate Resiliency	Northern	010	At Woody River: 11.5km N of Swan River	---	**9.35**					
Climate Resiliency	Western	001	At Willow Creek: W Branch: 5.2km E of PTH 110 (W/B) (E of Brandon)	---	**6.84**					
Climate Resiliency	Western	001	At Willow Creek: E Branch: 6.4km E of PTH 110 (W/B) (E of Brandon)	---	**6.50**					
Climate Resiliency	Capital	201	At Roseau River: 3.1km E of PTH 59 (At Stuartburn)	---	**6.25**					
Climate Resiliency	Western	346	At Souris River: 7.0km N of PTH 23	---	**6.00**					
Climate Resiliency	Northern	366	At Valley River: 2.2km N of PTH 5 (N of Grandview)	---	**6.00**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
STRUCTURE PROJECTS										
Climate Resiliency	Capital	007	At Grassmere Drain: 5.9km N of PTH 101 (N/B)	---	**5.86**					
Climate Resiliency	Capital	008	At Parks Creek: 1.0km S of PTH 27	---	**5.75**					
Climate Resiliency	Western	016	At Birdtail Creek: 2.5km W of PR 472 (W of Shoal Lake)	---	**5.50**					
Climate Resiliency	Western	010	At Rolling River: 0.5km E of PTH 45 (N of Erickson)	---	**5.40**					
Climate Resiliency	Western	345	At Souris River:14.8km E of PTH 83	---	**5.25**					
Climate Resiliency	Northern	005	At McKinnon Creek: 3.2km N of PTH 50 (N of McCreary)	---	**5.00**					
Climate Resiliency	Capital	026	At Long Lake Drain: 0.2km E of PR 248	---	**5.00**					
Climate Resiliency	Capital	001	At Brokenhead River: 28.0km E of PTH 12 (W/B) (E of Richer)	---	**4.90**					
Climate Resiliency	Northern	039	At Hayward Creek: 5.2km N of PTH 39	---	**4.90**					
Climate Resiliency	Capital	313	At Rice Creek: 4.3km E of PR 315	---	**4.65**					
Climate Resiliency	Capital	008	At Grassmere Drain: 1.0km N of PTH 101(N/B)	---	**4.50**					
Climate Resiliency	Capital	008	At Grassmere Drain: 1.0km N of PTH 101(S/B)	---	**4.50**					
Climate Resiliency	Capital	012	At Cooks Creek Drain: 7.4km W of PTH 12	---	**4.50**					
Climate Resiliency	Northern	017	At Broad Valley Drain: 0.7km N of PR 233 (Vicinity of Fisher Branch)	---	**4.50**					
Climate Resiliency	Northern	233	At Fisher River, E Branch: 0.8km W of PTH 17 (At Fisher Branch)	---	**4.50**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
STRUCTURE PROJECTS										
Climate Resiliency	Western	034	At Squirrel Creek: 6.5km S of PTH 1 (S of Austin)	---	**4.45**					
Climate Resiliency	Western	001	At La Salle River: 1.0km W of PR 430 (E/B)	---	**4.30**					
Climate Resiliency	Western	001	At La Salle River: 0.5km W of PR 248 (E/B) (Vicinity of Elie)	---	**4.20**					
Climate Resiliency	Western	005	At Epinette Creek: 15.0km S of PR 351	---	**4.00**					
Climate Resiliency	Capital	201	At Main Drain: 0.2km E of PR 200	---	**4.00**					
Climate Resiliency	Western	227	At Willowbend Creek: 2.8km E of PTH 16	---	**3.80**					
Climate Resiliency	Western	001	At S Boggy Creek: 1.1km E of PR 340 (W/B) (E of Douglas)	---	**3.55**					
Climate Resiliency	Northern	610	Ethelbert Access: At Fork River: 1.3km E of PTH 10	---	**3.55**					
Climate Resiliency	Northern	005	At N Snake Creek: 0.7km S of PR 352	---	**3.50**					
Climate Resiliency	Capital	314	At Manigotagan River: 10.7km S of PR 304 (SE of Bissett)	---	**3.50**					
Climate Resiliency	Western	016	At Whitemud River: 0.6km N of PR 242 (Vicinity of Westbourne)	---	**3.40**					
Climate Resiliency	Northern	005	At Drain: 6.6km N of PTH 50 (N of McCreary)	---	**3.25**					
Climate Resiliency	Capital	012	At Cooks Creek: 12.0km N of PTH 1	---	**3.25**					
Climate Resiliency	Capital	012	At Fish Creek: 4.0km N of PTH 1	---	**3.00**					
Climate Resiliency	Capital	315	At Rice Creek: 0.6km N of PR 313	---	**2.80**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
STRUCTURE PROJECTS										
Climate Resiliency	Northern	005	At Drain: 9.9km S of PTH 68 (S of St. Rose du Lac)	---	**2.70**					
Climate Resiliency	Northern	392	At Snow Creek: 0.5km N of PR 395 (Vicinity of Snow Lake)	---	**2.60**					
Climate Resiliency	Capital	227	At Sturgeon Creek (E Branch): 1.3km W of PTH 6 (Vicinity of Warren)	---	**2.50**					
Climate Resiliency	Capital	227	At Sturgeon Creek (W Branch): 5.4km W of PTH 6 (Vicinity of Warren)	---	**2.50**					
Climate Resiliency	Western	458	At Long River: 5.5km N of PTH 3	---	**2.50**					
Climate Resiliency	Northern	WR	At Lawford River: Servicing Oxford House, Gods Lake, Gods River, Red Sucker Lake & Garden Hill	---	**2.50**					
Climate Resiliency	Western	654	Roseisle Access: At Roseisle Creek: 0.1km S of PR 245	---	**2.45**					
Climate Resiliency	Western	257	At Gopher Creek: 0.6km S W of PTH 1	---	**2.30**					
Climate Resiliency	Northern	484	At Big Boggy Creek: 4.8km N of PTH 5 (RM of Roblin)	---	**2.30**					
Climate Resiliency	Capital	026	At Drain: 8.9km E of E Jct of PR 248 (W of St. Francois Xavier)	---	**2.10**					
Climate Resiliency	Western	450	At Canada Creek: 17.8km S of PTH 3 (Vicinity of Metigoshe)	---	**2.00**					
Climate Resiliency	Western	023	At Oak Creek: 3.8km E of PTH 5	---	**1.50**					
STRUCTURE REHABILITATION PROJECTS										
Renewal	Capital	204	At Red River (Selkirk): 0.4km E of PTH 9A	---	**28.50**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
STRUCTURE REHABILITATION PROJECTS										
Renewal	Capital	305	At Red River: 0.5km E of PTH 75 (Ste Agathe)	---	**27.94**					
Renewal	Western	240	In Portage la Prairie: At CNR/CPR: 0.6km N of PTH 1A	---	**21.50**					
Renewal	Northern	391	At Burntwood River: 3.0km N of PTH 6 (Thompson)	---	**24.20**					
Renewal	Northern	005	At Lake of the Prairies: 12.6km W of PTH 83 (W of Roblin)	---	**17.47**					
Renewal	Capital	307	At Whitemouth River: 2.1km E of PTH 11 (W of Seven Sister Falls)	---	**8.00**					
Renewal	Western	001	At Canadian Pacific Railway (Carberry Subdivision)	---	**7.80**					
Renewal	Western	242	At Pembina River: 0.8km S of PTH 3 (Vicinity of La Riviere)	---	**7.50**					
Renewal	Northern	391	At Churchill River: 3.0km N of PR 493 (Vicinity of Leaf Rapids)	---	**6.05**					
Renewal	Capital	011	At Whitemouth River: 3.2km W of PTH 44 (S of Whitemouth)	---	**4.00**					
Renewal	Northern	326	At Icelandic River: 0.4km N of PTH 68 (Arborg)	---	**3.25**					
Renewal	Capital	011	At Whitemouth River: 0.2km N of PTH 15 (At Elma)	---	**3.00**					
Renewal	Capital	435	At Brokenhead River: 4.3km E of PTH 12	---	**1.40**					
Renewal	Capital	209	At Roseau River: 5.0km S of PR 201 (At Gardenton)	---	**1.18**					
GRADE IMPROVEMENTS PROJECTS										
Connectivity & Innovation	Northern	280	KM 12--KM 22	10.0	**8.00**					
Renewal	Capital	075	0.5km S of Morris--Morris	0.5	**7.00**					
Renewal	Capital	100	Service Rd: PTH 2--PR 330	4.1	**6.85**					
Renewal	Western	034	9.2km N of PTH 2--10.7km N of PTH 2	1.5	**6.33**					
Renewal	Capital	001	At Hamilton Creek: 1.0km W of PR 301	0.9	**6.16**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
GRADE IMPROVEMENTS PROJECTS										
Renewal	Capital	100	Service Rd (Prairie Grove Rd): PTH 59--Plessis Rd	1.0	**4.10**					
Renewal	Capital	011	At 12.4km N of S Jct of PTH 44 (Hill Top Slide)	0.5	**3.12**					
Renewal	Capital	204	PR 509--0.9km N of PR 509	0.9	**3.03**					
Economic Development	Northern	039	PR 616--PR 627 (Gyles Access--Reed Lake)	40.8	**3.00**					
Renewal	Northern	329	PTH 8--1.0km E of PTH 8	1.0	**1.80**					
Various	Various	---	Minor Capital Projects	---	**2.82**					
INTERSECTION IMPROVEMENTS PROJECTS										
Connectivity & Innovation	Capital	101	N Perimeter: Safety Plan	---	**44.04**					
Connectivity & Innovation	Capital	052	In Mitchell: Reichenbach Rd--Centre St N	---	**11.12**					
Connectivity & Innovation	Capital	014	0.5km E of PTH 32--1.9km E of PTH 32	2.4	**10.00**					
Connectivity & Innovation	Capital	001	At PR 207 (Deacon's Corner)	---	**9.00**					
Connectivity & Innovation	Capital	002	At PTH 13	---	**5.00**					
Connectivity & Innovation	Capital	241	At PR 334	---	**4.50**					
Connectivity & Innovation	Capital	012	In Steinbach: At Loewen Blvd	---	**4.15**					
Connectivity & Innovation	Capital	015	In Anola: At PTH 12	---	**3.34**					
Connectivity & Innovation	Capital	213	At 4.4km E of PTH 59 (Pineridge Rd)	---	**2.80**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
INTERSECTION IMPROVEMENTS PROJECTS										
Connectivity & Innovation	Capital	213	At 6.0km E of PTH 59 (Heatherdale Rd)	---	**2.80**					
Connectivity & Innovation	Capital	213	At PR 207	---	**2.80**					
Connectivity & Innovation	Northern	068	At PTH 5	---	**2.20**					
Connectivity & Innovation	Capital	206	At PR 311	---	**2.12**					
Connectivity & Innovation	Capital	067	At N Jct PR 236	---	**2.00**					
Connectivity & Innovation	Northern	010	In Swan River: At PTH 83	---	**1.11**					
Various	Various	---	Minor Capital Projects	---	**4.90**					
TRAFFIC SAFETY IMPROVEMENTS PROJECTS										
Connectivity & Innovation	Northern	391	Thompson Airport Access--3.0km N of PR 280	7.9	**1.00**					
Various	Various	---	Minor Capital Projects	---	**6.00**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
SURFACE PRESERVATION PROJECTS										
Renewal	Northern	010	PR 271--PTH 20 (Pine River--Cowan)	30.6	**6.10**					
Renewal	Western	010	S Jct PTH 23--S Jct PTH 2	22.2	**4.90**					
Renewal	Northern	020	*PR 271--PR 272	24.1	**4.45**					
Renewal	Western	001	W Jct PR 351--PTH 5 (E/B)	15.0	**4.20**					
Renewal	Western	010	11.6km N of N Jct PTH 16--PTH 45	19.0	**3.90**					
Renewal	Capital	008	0.3km N of Clandeboye Rd--PR 231	45.8	**3.25**					
Renewal	Western	010	PTH 45--2.6km N of PR 354	13.6	**3.20**					
Renewal	Western	010	S Jct PTH 16--N Jct PTH 16	6.3	**3.15**					
Renewal	Northern	010	0.8km N of PTH 77--14.83 km N of Overflowing River	67.5	**2.81**					
Renewal	Capital	204	2.9km N of PTH 101 (Hoddinot Rd)--PTH 44	14.6	**2.80**					
Renewal	Western	041	PR 545--PTH 42	9.1	**2.75**					
Renewal	Western	016	E Jct PTH 5--PTH 34	36.9	**2.40**					
Renewal	Capital	304	PTH 11--0.4km E of Manigotagan	70.3	**2.35**					
Renewal	Western	001	E Jct of PTH 10--16.9km E of PR 340 (W/B)	34.0	**2.25**					
Renewal	Western	001	PTH 34--1.0km W of PTH 16 (W/B)	34.0	**2.05**					
Renewal	Northern	006	Devils Lake--7.2km S of PTH 60	59.8	**1.95**					
Renewal	Western	042	PR 472--6.1km E of PR 472	6.1	**1.95**					
Renewal	Northern	006	PR 375--Thompson	29.0	**1.90**					
Renewal	Northern	020	Ochre River--S Jct Mountain Rd (Dauphin)	26.5	**1.73**					
Renewal	Capital	007	PR 236--PR 231	47.3	**1.70**					
Renewal	Western	250	PTH 1--8.0km N of PTH 1	8.0	**1.60**					
Renewal	Capital	012	PR 403--11.9km N of PR 205	23.5	**1.55**					
Renewal	Western	016	PTH 50--3.8km N of PTH 1	24.5	**1.45**					

Strategic Investment Category	Region Name	Hwy	Project Description *=cost share	KM	TOTAL ESTIMATED PROJECT COST ($ Millions)	Prior to 2022	2022/ 2023	2023/ 2024	2024/ 2025	Continuing Beyond 2024/ 2025
SURFACE PRESERVATION PROJECTS										
Renewal	Northern	010	6.0km W of Sherridon Rd--W Jct of PTH 10A	30.1	**1.35**					
Renewal	Capital	230	PTH 8--PTH 9	10.5	**1.25**					
Renewal	Capital	308	PTH 12--35.4km N of PTH 12 (Moose Lake Rd)	35.4	**1.21**					
Renewal	Northern	010	N Jct of PTH 10A--N Jct of PR 268	35.3	**1.20**					
Renewal	Western	003	S Jct of PTH 21--PTH 10	33.0	**1.10**					
Renewal	Western	010	0.4km N of PTH 24--4.5 km N of PTH 25	15.7	**1.10**					
Renewal	Western	016A	In Minnedosa: 1st St SW--PR 355	2.3	**1.08**					
Various	Various	---	Minor Capital Projects	---	**22.33**					
CULVERT IMPROVEMENTS PROJECTS										
Renewal	Western	042	At Snake Creek: 2.2km E of PR 568	---	**2.60**					
Renewal	Western	021	At Drain: 0.5km S of PR 259	---	**2.10**					
Various	Various	---	Minor Capital Projects	---	**3.33**					

The following projects are under consideration for inclusion in the highway infrastructure capital budget within the next three years, but are still in the capital planning stage and may not be at a level of definition to include an estimated total project cost:

1. Interchange project: PTH 100 & PTH 3
2. Intersection Improvements: PR 215, 7.2km east of PTH 12 to PTH 44 (in Beausejour)
3. Surface Reconstruction (Twinning): PTH 1, 5km west of PR 301 to Ontario Border
4. Surface Reconstruction (Twinning): PTH 3, 1.6km east of PTH 100 (Wyper Road) to 6.7km east of PTH 100
5. Surface Reconstruction (Twinning): PTH 15, PTH 101 to 1.2km east of PR 206
6. Surface Reconstruction (Twinning): PTH 52, PTH 59 to Mitchell (Reichenbach Road)
7. Surface Reconstruction (Twinning): PTH 59, PTH 52 to PR 210
8. Surface Reconstruction: PTH 101, PTH 100 to PR 230
9. Surface Reconstruction: PTH 75, Pembina Emerson Point of Entry (US Border)

4.0 Highway Infrastructure Plan

Project Highlights

Project highlights are provided for projects with a current cost estimate of $30 Million or more but there may be several related projects, with different components, scheduled for a particular area or highway. Refer to the full projects list for details.

See pages 34 - 47

PR 201 Surface Reconstruction

PR 201 from E Jct PR 200 to PTH 59

Strategic Initiative	Current Cost Estimate
Economic Development	**$33.5M**

Project Scope

Reconstruction to bituminous pavement to meet RTAC loading standards

Intended Outcomes

- Supports trade and commerce
- Improves level of service
- Improves public safety
- Improves economic enablement by removing spring road restrictions
- Enhances improvements to key economic trade routes
- Improves reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 59 Surface Reconstruction

PTH 59 from PTH 52 to PR 210

Strategic Initiative	Current Cost Estimate
Connectivity & Innovation	**$80.3M**

Project Scope

Reconstruction of PTH 59 from a two-way highway to a twinned highway from PTH 52 to PR 210

Intended Outcomes

- Supports trade and commerce
- Improves level of service
- Improves public safety
- Improves ride quality
- Improves operations at the intersection
- Enhances improvements to key economic trade routes
- Improves reliability and efficiency of Canada's international and inter-provincial trade flows
- Continues and sustains RTAC level allowable gross vehicle weights

PR 227 Surface Reconstruction

PR 227 from PTH 16 to PR 430

Strategic Initiative	Current Cost Estimate
Renewal	**$36.0M**

Project Scope

Reconstruction to bituminous pavement to meet RTAC loading standards and partically paved shoulders

Intended Outcomes

- Supports trade and commerce
- Improves level of service
- Improves public safety
- Enables future development
- Improves economic enablement by removing spring road restrictions
- Enhances improvements to key economic trade routes
- Improves reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 10 Structure

Bridge replacement in Brandon at Daly Overpass, 18th St & CP Railway

Strategic Initiative	Current Cost Estimate
Climate Resiliency	**$88.71M**

Project Scope

Replacement of the existing bridge with a bridge that meets current design, codes and highway safety standards

Intended Outcomes

- Supports trade and commerce
- Improves safety and level of service
- Enhances improvements to key economic trade routes
- Improves reliability and efficiency of Canada's international and inter-provincial trade flows
- Supports economic enablement of regional industries
- Increases load carrying capacity

PTH 100 Interchange Construction

PTH 100 at PR 200 (South Perimeter & St. Mary's Rd)

Strategic Initiative	Current Cost Estimate
Connectivity & Innovation	**$135.0M**

Project Scope

Construction of a new interchange at the intersection of PTH 100 and St. Mary's Road in the City of Winnipeg

Intended Outcomes

- Supports trade and commerce
- Improves level of service
- Improves public safety
- Improves operations at the intersection
- Enhances improvements to key economic trade routes
- Improves reliability and efficiency of Canada's international and inter-provincial trade flows
- Continues and sustains RTAC level allowable gross vehicle weights

PTH 52 Surface Reconstruction

PTH 52 from PTH 59 to Mitchell (Reichenbach Rd)

Strategic Initiative	Current Cost Estimate
Connectivity & Innovation	**$60.3M**

Project Scope

Reconstruction of PTH 52 from a two-way highway to a twinned highway from PTH 59 to Mitchell (Reichenbach Rd)

Intended Outcomes

- Supports trade and commerce
- Improves level of service
- Improves public safety
- Improves ride quality
- Improves operations at the intersection
- Enhances improvements to key economic trade routes
- Improves reliability and efficiency of Canada's international and inter-provincial trade flows
- Continues and sustains RTAC level allowable gross vehicle weights

PTH 59 Surface Reconstruction

PTH 59 from US Border to PR 403 (near St. Malo)

Strategic Initiative	Current Cost Estimate
Economic Development	**$36.5M**

Project Scope

Construction of a bituminous pavement to increase the allowable loading to RTAC from the current A1 level, from the US Border to PR 403 near St. Malo

Intended Outcomes

- Supports trade and commerce
- Improves level of service
- Improves public safety
- Improves ride quality
- Enables future development
- Improves operations at the intersection
- Allows for RTAC level allowable gross vehicle weights

PTH 15 Surface Reconstruction

PTH 15 from PTH 101 to 1.2km E of PR 206

Strategic Initiative	Current Cost Estimate
Connectivity & Innovation	**$36.0M**

Project Scope

Reconstruction of PTH 15 from a two-way highway to a twinned highway from PTH 101 to east of PR 206 (Dugald)

Intended Outcomes

- Improves level of service
- Improves public safety
- Improves drainage to support agriculture activity
- Enables future development
- Improves operations at the intersection

PTH 23 Surface Rehabilitation

PTH 23 from PTH 5 to PTH 34

Strategic Initiative	Current Cost Estimate
Renewal	**$37.0M**

Project Scope

Surface rehabilitation including paved shoulder, to restore pavement to A1 non-spring restricted loading from PTH 5 to PTH 34

Intended Outcomes

- Rehabilitates pavement and restores serviceability
- Improves ride quality
- Reduces vehicle wear and travel times
- Improves safety with intersection improvements, horizontal curve realignment and partially paved shoulders
- Improves reliability and efficiency of Canada's international and inter-provincial trade flows
- Continues and sustains RTAC level allowable gross vehicle weights

PTH 9 Surface Rehabilitation

PTH 9 from 0.1km N of PTH 101 to 1.7km S of PTH 27

Strategic Initiative	Current Cost Estimate
Renewal	**$41.1M**

Project Scope

Rehabilitation of existing pavement, intersection improvements and the addition of turning lanes and traffic signals

Intended Outcomes

- Supports trade and commerce
- Improves level of service
- Improves public safety
- Improves ride quality
- Enables future development
- Improves operations at the intersection

PTH 59 Structure

Bridge replacement at Floodway, 4.5km N of PTH 101

Strategic Initiative	Current Cost Estimate
Climate Resiliency	**$66.8M**

Project Scope

Replacement of the existing bridge with a bridge that meets current design, codes and highway safety standards

Intended Outcomes

- Supports trade and commerce
- Improves levels of safety and service
- Improves hydraulics

PTH 1 Structure

Bridge replacement at Symington Yard Overpass (East of Winnipeg)

Strategic Initiative	Current Cost Estimate
Climate Resiliency	**$57.1M**

Project Scope

Replacement of the existing bridge with a bridge that meets current design, codes and highway safety standards

Intended Outcomes

- Supports economic enablement of regional industries
- Increases load carrying capacity
- Improves safety and levels of service
- Improves (slight) in the average Bridge Condition Index for structure assets on the National Highway System - targeted funding allocated to strategic assets

PR 200 Structure

Bridge replacement at Floodway, 4.4km S of PTH 100

Strategic Initiative	Current Cost Estimate
Climate Resiliency	**$32.24M**

Project Scope

Replacement of the existing bridge with a bridge that meets current design, codes and highway safety standards

Intended Outcomes

- Supports economic enablement of regional industries
- Increases load carrying capacity
- Improves safety and levels of service
- Increases hydraulic capacity
- Rationalizes critical links at strategic locations across major waterways to provide route connectivity

PTH 101 Intersection Improvements

PTH 101 North Perimeter Safety Plan

Strategic Initiative	Current Cost Estimate
Connectivity & Innovation	**$44.04M**

Project Scope

Construction of various intersection improvements, service roads, and the closure of median openings

Intended Outcomes

- Reduces collisions significantly
- Improves safety at intersections
- Improves level of services
- Improves public safety
- Improves operations at the intersection

For more information:

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