Manitoba Transportation and Infrastructure

2023 Multi-year Infrastructure Investment Strategy

5-Year Capital Investment Plan

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.

Minister's Message

I am pleased to provide Manitoba Transportation and Infrastructure's 2023 Multi-year Infrastructure Investment Strategy.

Manitoba Transportation and Infrastructure's mission is to ensure safe, reliable and sustainable infrastructure for Manitobans. The department's vision and strategy is to build on our multimodal transportation hub and trade gateways, to create opportunities toward a more prosperous future for all those residing in Manitoba. Investment in transportation supports economic growth for all and provides opportunities to invest in and support reconciliation activities, reinforcing Manitoba's ongoing commitment to strengthen relationships with Indigenous communities. We are confident that proactive project planning will assist us in realizing these goals.

Manitoba Transportation and Infrastructure is committed to sharing information with the public, industry and other stakeholders regarding future and ongoing projects planned within the department's portfolio. Positive and transparent collaboration with Manitoba Transportation and Infrastructure's stakeholders is crucial to our department's work toward improving infrastructure across the province. The investment strategy is one of these steps toward improving transparency and providing relevant stakeholders and rights holders with information on both future and ongoing projects. Having five years of projects planned in advance also helps to bring Manitoba in line with other provincial and large municipal governments in Canada, and supports Manitoba Transportation and Infrastructure's longer-term strategy.

The 2023 Multi-year Infrastructure Investment Strategy focuses on a number of key initiatives, with projects organized to reflect the investment categories of infrastructure renewal, economic development, climate resiliency and connectivity and innovation. These investments will strengthen and complement existing projects, including the projects within the Trade and Commerce Grid Initiative, Winnipeg Perimeter Freeway Initiative, the proposed Lake St. Martin and Lake Manitoba Outlet Channels and the twinning of the Trans-Canada Highway to the Ontario border. In addition, developing new highway connections and improving existing transportation infrastructure around First Nation communities remains a priority, and the department will continue to support the development of strategies for enhanced highway connectivity into these communities.

Manitoba holds a unique economic position, with gateways linking our province to trade in the north, south, east and west. International manufacturing industries looking to improve their supply chains and reduce the carbon intensity of their commodities are expressing interest in our province. Manitoba is the answer to these global manufacturing and supply chain challenges with assets such as CentrePort Canada inland port, our affordable, clean energy advantage, as well as multimodal transportation infrastructure.

The 2023 Multi-year Infrastructure Investment Strategy will, for the first time, expand beyond highways to include Manitoba Transportation and Infrastructure's other assets and related projects. Overall, the new investment strategy is intended to provide a more comprehensive picture of the department's project planning initiatives.

I encourage all Manitobans to read the following pages to understand how Manitoba Transportation and Infrastructure is investing in safe, efficient and resilient infrastructure services.

Thank you.

Doyle Piwniuk
Minister of Transportation and Infrastructure

Executive Summary

The 2023 Multi-year Infrastructure Investment Strategy provides a five-year plan that details Manitoba Transportation and Infrastructure's (MTI) plans to invest in new and existing highway, water, airport and general assets. This is the first time that a five-year capital strategy has been shared, offering a preview of planned capital projects to the public and industry. This level of transparency provides industry with an opportunity to plan for upcoming projects and informs the public on the timing and location of upcoming work.

The investment strategy highlights project priorities and reflects MTI's strategic and systematic approach to planning projects. With five years of projects planned out in advance, there is flexibility and opportunity to accommodate project advancement or deferral to optimize budget expenditures and ensure alignment with current priorities. The investment strategy focuses on a number of key initiatives, including Manitoba's Trade and Commerce Grid Initiative and the Winnipeg One Million Perimeter Highway Freeway Initiative, ensuring efficient movement of goods along our key international trade corridors.

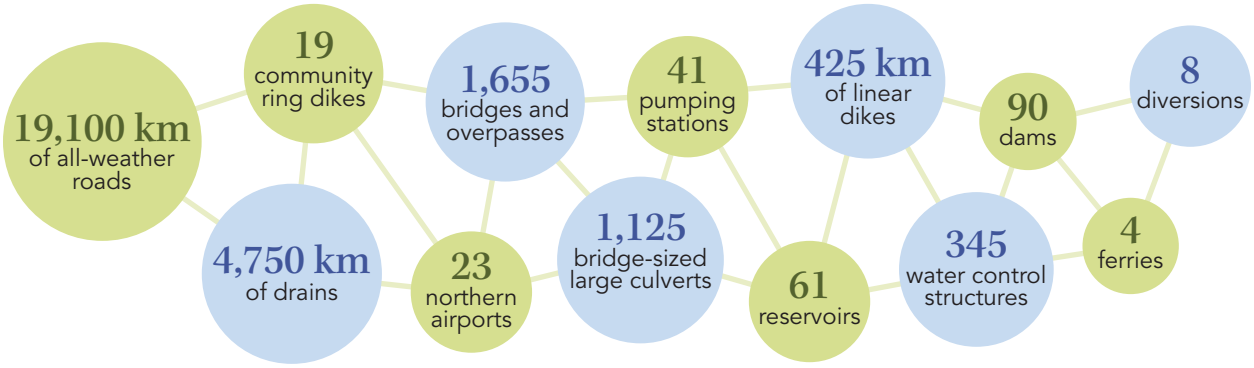
The 2023 Multi-year Infrastructure Investment Strategy is a rolling five-year plan, detailing projects planned for fiscal years 2023-24 through 2027-28. The strategy differs from the capital budget in that it is a guide for strategic infrastructure investments. Projects are organized to reflect the investment categories of infrastructure renewal, economic development, climate resiliency and connectivity and innovation. The plan emphasizes cost-effective and efficient delivery of the capital program, allowing MTI to meet long-term financial and functional goals. An update to the plan will be provided annually to add future years' projects.

What is Manitoba Transportation and Infrastructure responsible for?

MTI is responsible for the development of transportation policy and legislation and for the management of the province's vast infrastructure network. To meet these responsibilities, the department delivers a wide range of programs and services that play a critical role in sustaining the contributions of the transportation sector to Manitoba's economic growth.

MTI's transportation responsibilities include corporate policy and provincial legislation development, motor carrier safety and regulation enforcement, carrier permits and the development and implementation of sustainable transportation initiatives.

The department's transportation, water control, drainage, northern airports and marine infrastructure management duties cover the construction, maintenance and operation of the below infrastructure assets and many other components.



The 2023 Multi-year Infrastructure Investment Strategy details MTI's expected investments around its highway, water, airport and general capital infrastructure assets. This includes assets such as highways, interchanges, bridges, dams, dikes, reservoirs, flood protection infrastructure, drainage improvements, culverts, airports, ferries, facilities and equipment.

List of Definitions and Acronyms

ASL = Above Sea Level

FEC = Field Electrical Centre

GIS = Geographic Information System

Hwy = Highway

Jct = Junction

MIRLS = Medium Intensity Runway Lighting System

MTI = Manitoba Transportation and Infrastructure

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

NHS = National Highway System

PAPI = Precision Approach Path Indicator

PTH = Provincial Trunk Highway

PR = Provincial Road

RM = Rural Municipality

RTAC = "Roads and Transportation Association of Canada", now known as Transportation Association of Canada or "TAC"; RTAC is one of the weight loading classifications on Manitoba's highways.

RTAC highways are allowed more weight than A1 and B1 classified highways

Strategic Initiatives

MTI is undertaking a range of strategic initiatives to support government's vision of growing Manitoba as a transportation hub that better enables trade access to markets and supports investment in trade-based industries. This includes strategic initiatives for highways related to the National Trade Corridors Strategy, the Trade and Commerce Grid Initiative and the Winnipeg One Million Perimeter Highway Freeway Initiative. These initiatives are used to guide the development of the highway capital plan and prioritization of investments.

National Trade Corridors Strategy

Trade corridors support supply chains and help to grow Manitoba's economy through the development of stronger, more resilient and more efficient transportation corridors to international markets.

The National Trade Corridors Strategy aims to improve the fundamental safety and fluidity basis of Manitoba's most critical trade and travel corridors. The initial focus will be on the twinning of PTH 1 from Falcon Lake to the Ontario border, with additional corridors to be evaluated for future improvements under this strategy.

In alignment with this strategy, MTI is also committed to northern economic corridor development, positioning development of a sustainable northern corridor through the Port of Churchill, including enabling the potential for export of key resources such liquefied natural gas (LNG). This includes a $74-million capital investment in the Hudson Bay Railway.

Trade and Commerce Grid Initiative

International, interprovincial and regional goods movement is an integral part of Manitoba's economy, and the provincial highway network plays a vital role in enabling market access. Allowing heavier loads on our highways supports Manitoba businesses by requiring fewer trips to transport goods from one location to another.

The Trade and Commerce Grid Initiative involves upgrades to the provincial highway network to expand the grid of routes that can support RTAC loading, Manitoba's heaviest regulated loading classification. The initiative will upgrade trades routes, which support international and interprovincial goods movements, and commerce routes, which support regional goods movement within the province.

The grid of trade and commerce routes represents 36.5 per cent of Manitoba's all-weather provincial road network of the routes in the grid, approximately 84 per cent already supported RTAC loading when the grid was identified in early 2021. Since then, MTI has completed a further 1.9 per cent of trade and commerce routes, resulting in 86 per cent of the grid now supporting RTAC loading and 14 per cent remaining to complete the grid.

The Trade and Commerce Grid Initiative allows MTI 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 international and interprovincial 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

The following RTAC upgrade projects have been completed under this initiative since 2021:

- PTH 23: PTH 75 to PTH 59 - surface reconstruction
- PTH 23: West junction PTH 18 to PTH 5 - surface rehabilitation
- PTH 23: At Graham Creek, 0.4 km east of PTH 3 - structure rehabilitation
- PTH 34: PTH 1 to PTH 16 - surface reconstruction
- PTH 59: PR 403 to PTH 52 - surface reconstruction
- PTH 83: 0.5 km north of west junction PTH 1 to 18.0 km north of west junction PTH 1 - surface reconstruction
- PR 246: PTH 23 to PR 205 - surface reconstruction

Summary of Projects in the five-year plan that support the Trade and Commerce Grid Initiative:

RTAC upgrade projects included in the 2023 Multi-year Infrastructure Investment Strategy (561.7 km & 25 structures)														
Hwy #	001A	003	005	012	021	023	034	059	083	201	227	256	283	311
# of Projects (km)		2 (37.4)	5 (97.7)	2 (41.8)	2 (40.8)			1 (40.0)	7 (122.3)	1 (24.6)	2 (71.9)	2 (23.9)	2 (39.7)	3 (21.6)
# of Structures	1		6	2	2	4	4			2	2	1	1	

Winnipeg One Million Perimeter Freeway Initiative

Residential, commercial and industrial growth in the City of Winnipeg and surrounding communities has demonstrated the need to create a safer and more efficient Perimeter Highway (PTH 100 and PTH 101). MTI's vision for the Perimeter Highway is a fully access-controlled freeway, similar to the United States Interstate standard.

Upgrading the Perimeter Highway to a freeway standard requires a combination of safety improvements and interchange construction, including the removal of at-grade crossings, the addition of interchanges or overpasses at all intersecting roadways and railways, and the reconstruction of pavements and some major structures.

Benefits of a fully access-controlled freeway include:

- 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

The following Perimeter Highway projects have been completed under this initiative since 2021:

- PTH 100 (South Perimeter Highway): Waverley Street to St. Mary's Road - traffic safety improvements
- PTH 100 (South Perimeter Highway): west junction of PTH 1 to PR 241 (Roblin Blvd.) - traffic safety improvements
- PTH 100 (South Perimeter Highway), PTH 3 to PR 200 (various locations) - surface preservation
- PTH 100 (South Perimeter Highway): Service road from Melnick Road and Aimes Road to St. Anne's Road - surface reconstruction
- PTH 100 (South Perimeter Highway): Baldry Creek, 0.3 km east of PTH 75 - culvert replacement
- PTH 101 (North Perimeter Highway): at Wenzel Street - intersections improvements

Summary of projects in the five-year plan that support the Winnipeg One Million Perimeter Highway Freeway Initiative:

- Design and construct three new interchanges on PTH 100 (South Perimeter Highway) at:
  - St. Mary's Road
  - PTH 3 (McGillivray Blvd.)
  - St. Anne's Road
- In addition to interchange design and construction, work will continue to be completed on both PTH 100 (South Perimeter Highway) and PTH 101 (North Perimeter Highway) to support:
  - surface preservation (six projects)
  - improvements to service roads (five projects)
  - traffic safety improvements (three projects)
  - structure renewals (two projects)

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 four strategic investment categories are:

Renewal

Economic Development

Climate Resiliency

Connectivity & Innovation

Safety and Indigenous Reconciliation are entrenched values and are considered as part of the overarching lens that is applied to projects in all investment categories for all of MTI's asset classes. These categories are further described below:

Renewal projects are treatments to existing infrastructure assets.
For example:

- replacement/reconstruction to current standards of existing infrastructure at the end of its service life
- major treatments, such as pavement resurfacing, to extend the service life of assets such as pavements and bridges
- minor preservation treatments, such as highway surface treatments and bridge repairs, to extend the life of an infrastructure asset

Economic Development projects can include investments in infrastructure that support economic growth. For example:

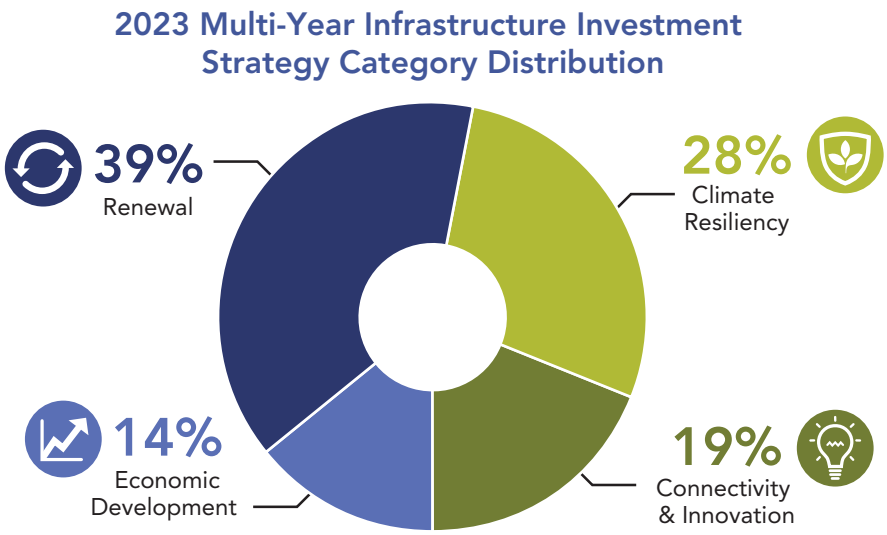
- upgrades to trade and commerce routes
- upgrades to international trade hub routes (Perimeter Highway, PTH 1, PTH 75)
- upgrades to remove spring loading restrictions from highways
- operational improvements to border crossings
- upgrades to infrastructure that enable other major development investments

Climate Resiliency projects improve the ability of the asset to withstand the impact of changes to the climate over time including severe weather events. For example:

- upgrades to infrastructure so they remain operational during flood events
- channel expansion/reconstruction (Lake Manitoba and Lake St. Martin)
- flood protection (community ring dikes, expanding flow capacity)

Connectivity & Innovation projects ensure Manitobans are connected to essential services and routes, and in response to anticipated future needs and emerging technology. For example:

- upgrades to airport and marine infrastructure
- highway twinning projects
- interchanges (e.g., cloverleaf, overpass structures)
- new all-weather roads in remote areas
- innovation (e.g., intelligent transportation systems, connected autonomous vehicles)
- new remote sensing or monitoring systems (e.g., monitoring systems on bridges and water infrastructure)
- water level and flow monitoring, weather monitoring and flood forecasting technologies
- intersection improvements (e.g., roundabouts, turning lanes, signals, signage and lighting)



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 $1 million. Medium capital projects are defined as projects whose total cost is greater than $1 million and less than $10 million. Major capital projects are defined as projects whose total cost is greater than $10 million dollars. These projects are further organized based on several project types relating to the capital infrastructure program the project supports.

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 these 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.

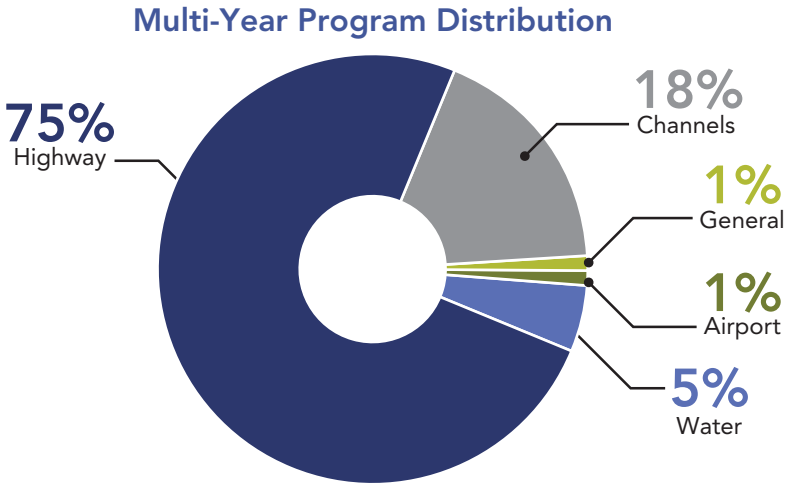
Project Timelines

MTI utilizes project management for the co-ordination and management of capital projects to ensure a consistent and collaborative approach to executing projects. This includes clearly defined project requirements and effective planning of projects to ensure outcomes, resource requirements, risks and budgetary requirements are clear. It also ensures ongoing communication for project status, financial health and mitigation of issues, risks and dependencies. Engagement and land acquisition may begin in the pre-design process, but will continue through design and construction.

The timeline for a project will vary depending on the nature of the work. All of MTI's projects follow a phased process that includes project planning, pre-design and programming, design, tender, construction, post-construction cleanup and post-construction preservation. The development of a design can sometimes be an extensive process, requiring the development of a conceptual and functional design prior to a final detailed design. A typical major project follows the following timelines for each phase in the process, with cash flow beginning in Phase 2:

PHASE 1: Program Definition		**PHASE 2:** Development of Design		**PHASE 3:** Construction	**PHASE 4:** Post-Construction	
Project planning	Pre-design and programming	Design	Tender	Construction	Cleanup	Preservation
1-24+ months	12-48 months	12-24 months	2-3 months	12-48+ months	1-12 months	12+ months after construction

Breakdown of MTI's 2023 Multi-year Infrastructure Investment Strategy



Northern Airport Runway Infrastructure Program

The Airport Runway Infrastructure Program connects Manitoba's northern communities with year-round goods and services through airport facilities. The program protects and invests in Manitoba's airport infrastructure by adhering to compliance and regulatory programs that enhance safety and promote uniformity with provincial, federal and international standards, and ensure compliance with Transport Canada regulations (TP 312: Transport Canada Aerodrome Standards and Recommended Practices) in order to allow medical evacuation flights into the communities.

These projects include rehabilitating runways, aprons and taxiways and installing medium intensity runway lighting systems (MIRLS), dust suppressant systems, drainage ditches and fencing for wildlife control.

General Assets Program

The General Assets Program provides for the acquisition of physical assets, weigh scales, major building construction and building renovation projects, and the acquisition and maintenance of government equipment.

Under the general assets program, the northern airports and marine operations branch provides the following assets:

- various towers (e.g., radio)
- navigational aid upgrades/replacements (e.g., medium intensity runway lighting systems [MIRLS], precision approach path indicators [PAPI], field electrical centres [FEC])
- landing upgrades/replacements
- various marine vessel upgrades, repairs, and/or replacements
- compliance-based marine vessel dry-docking project
- acquisition and maintenance of government equipment

Several of these projects are required to adhere to compliance and regulatory programs that enhance safety and promote uniformity with provincial, federal and international standards, and ensure compliance with Transport Canada regulations (The Navigable Waters Act, Transport Canada regulation TP 312).

Water Related Infrastructure Program

The Water Related Infrastructure Program is responsible for the design, construction, asset management and preservation of provincial water related infrastructure.

Water related infrastructure assets include bridges, dams, flood protection ring dikes, linear dikes, diversions, provincial waterways, pumping stations, water reservoirs, crossings over drains, thru-dike culverts and water control structures.

This program is responsible for managing the effective movement of water through the maintenance and operation of a network of water related infrastructure.

Highway Infrastructure Program

The Highway Infrastructure Program is responsible for the new construction, reconstruction, rehabilitation, preservation and safety improvements to capital asset infrastructure related to the provincial highway network, and for ensuring that department standards and principles of sustainable development are met.

Construction activities include:

- interchange construction
- surface rehabilitation
- surface reconstruction
- surface preservation (e.g., thin lift overlay, micro-surfacing, high-performance chip seal treatments)
- structure rehabilitation
- structure reconstruction
- grade improvements
- safety improvements
- culvert improvements

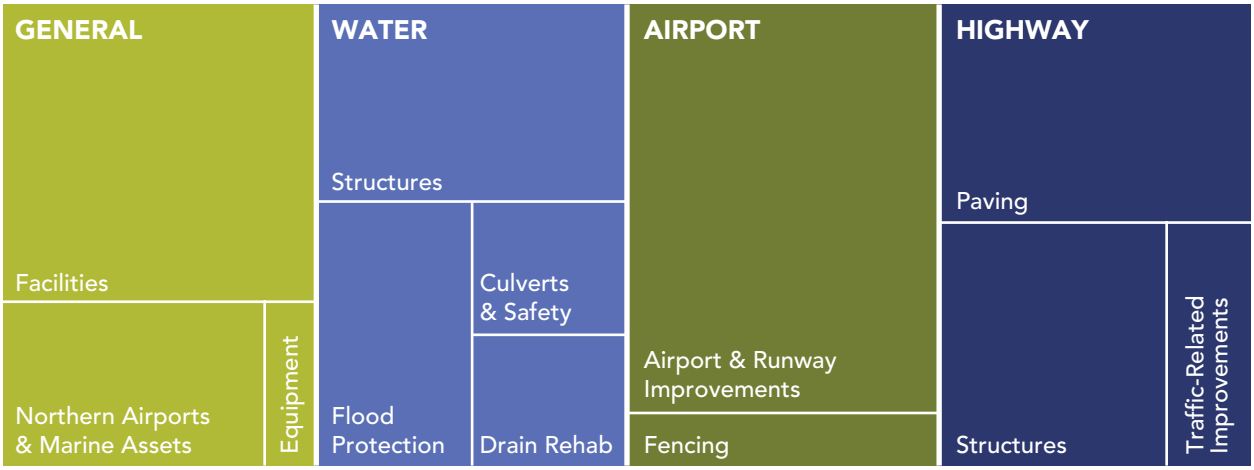
2023 Multi-year Infrastructure Investment Strategy

Summary

Manitoba's 2023 Multi-year Infrastructure Investment Strategy, including project highlights and the five-year plan, is outlined by program in the following pages. The table of the five-year plan provides the following information about each project:

- project type
- investment category
- regional location
- highway number
- project location
- project length
- total estimated project cost
  - Project cost estimates listed are subject to change and are provided for information purposes. The accuracy of the estimates can range from a Preliminary Estimate to an Engineer's/Tender Estimate
- proposed investment schedule - represented by a project timeline
  - MTI's fiscal year is a 12-month period that runs from April 1 to March 31
- if the project is cost-shared or subject to federal funding

Multi-Year Asset Distribution Among Infrastructure Programs



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

The mapped location and status of projects that are currently included in the 2023 Multi-year Infrastructure Investment Strategy are located here: **https://www.gov.mb.ca/mit/mipmap/map.html**

Climate Resiliency

Manitoba Floods

Flooding along rivers, lakes, creeks and streams is a natural occurrence in Manitoba that can occur any time of year. While flooding cannot be prevented entirely, Manitoba is protected by extensive flood infrastructure that helps to lessen potential damage to people and property.

The 2023 Multi-year Infrastructure Investment Strategy supports flood protection, mitigation and recovery projects throughout the various programs.

Lake Manitoba - Lake St. Martin Outlet Channels

The Lake Manitoba and Lake St. Martin Outlet Channels initiative is ongoing and once complete, will enhance flood protection to communities around Lake Manitoba and Lake St. Martin and help to strengthen Manitoba's existing network of flood mitigation infrastructure.

Outlet Channels

Lake Manitoba - Lake St. Martin

Investment Category
Climate Resiliency

Current Cost Estimate
$600 million

Project Scope
The initiative involves the design and construction of two separate flood control channels and associated bridges and gated control structures, which will improve conveyance of flood waters from the two lakes into Lake Winnipeg.

The Lake Manitoba Outlet Channel project represents a portion of this overall flood protection initiative, and when completed, will provide an increase in the flow capacity out of Lake Manitoba of 212 cubic metres per second (7,500 cubic feet per second) when its water level reaches 248.11 metres (814 feet) above sea level (ASL).

The Lake Manitoba Outlet Channel will carry water directly into Lake St. Martin and will act in parallel with the existing Fairford River Water Control Structure during periods when the water level in Lake Manitoba is above the top of its target operating range of 247.65 metres (812.5 feet ASL).

Intended Outcomes
- mitigate flood impacts
- improve level of service
- improve public safety

Northern Airport Runway Infrastructure

Project Highlights

**Pukatawagan Airport Runway Rehabilitation

Pukatawagan Airport

Investment Category
Renewal

Current Cost Estimate
$19.56 million

Project Scope
Rehabilitation of the runway, apron and taxiways and installation of new MIRLS to adhere to and meet Transport Canada regulation TP 312.

** This project is subject to federal funding

Intended Outcomes
- improve level of service
- improve public safety
- reduce aircraft wear
- improve drainage
- extend runway life
- enable future increased traffic volumes
- improve operations
- mitigate deterioration of runway substructure

Gods Lake Narrows Airport Runway Repairs/Improvements

Gods Lake Narrows Airport

Investment Category
Climate Resiliency

Current Cost Estimate
$18.02 million

Project Scope
Rehabilitation of the runway, construction of two new taxiways and a larger apron and installation of new MIRLS to adhere to and meet Transport Canada regulation TP 312.

Intended Outcomes
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- reduce aircraft wear
- improve drainage
- extend runway life
- enable future increased traffic volumes
- improve operations
- significantly reduce traffic congestion
- mitigate deterioration of runway substructure

**Oxford House Airport Runway Rehabilitation

Oxford House Airport

Investment Category
Renewal

Current Cost Estimate
$14.88 million

Project Scope
Rehabilitation of the runway, taxiway and apron and installation of new MIRLS to adhere to and meet Transport Canada regulation TP 312.

** This project is subject to federal funding

Intended Outcomes
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- reduce aircraft wear
- improve drainage
- extend runway life
- enable future increased traffic volumes
- improve operations
- mitigate deterioration of runway substructure
- rebuild runway to meet Transport Canada Regulations

Shamattawa Airport Runway Repairs/Improvements

Shamattawa Airport

Investment Category
Climate Resiliency

Current Cost Estimate
$7.88 million

Project Scope
Rehabilitation of the runway to adhere to and meet Transport Canada regulation TP 312.

Intended Outcomes
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new gravel surface to restore serviceability
- reduce aircraft wear
- improve drainage
- extend runway life
- mitigate deterioration of runway substructure
- rebuild runway to meet Transport Canada Regulations

LEGEND

Strategic Investment:

 Renewal

 Economic Development

 Climate Resiliency

 Connectivity & Innovation

Region/District:

C Capital Region
W Western Region
N Northern Region
RR Red River District
IL Interlake District
WN Western District
NN Northern District
P Provincial

Five-Year Strategy

Strategic Investment	Region	AIRPORT RUNWAY INFRASTRUCTURE Project Description * = cost share ** = subject to federal funding	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
RUNWAY IMPROVEMENT										
	**N**	* Gods Lake Narrows Airport	**18.02**							
	**N**	* Shamattawa Airport	**7.88**							
	**N**	Island Lake Airport	**0.46**							
RUNWAY REHABILITATION										
	**N**	** Oxford House Airport	**14.88**							
	**N**	** Pukatawagan Airport	**19.56**							
FENCING										
	**N**	Tadoule Lake Airport	**2.13**							
	**N**	York Landing Airport	**2.03**							
	**N**	Bloodvein Airport	**1.82**							

General Assets

Project Highlights

Navigational Aids - MIRLS/PAPI/FEC

York Landing Airport

Investment Category
Climate Resiliency

Current Cost Estimate
$2.25 million

Project Scope
Supply and install new MIRLS, LED PAPIs and FEC at York Landing airport.

Intended Outcomes
- improve level of service
- improve public safety
- significantly reduce aircraft traffic delays
- reduce risk for an accident by increasing visibility by upgrading lighting system
- enhanced visual aids for aircraft
- reduce operating costs at York Landing airport

Weigh Scale Construction

Headingley: 1.5km east of Gaol Road

Investment Category
Connectivity & Innovation

Current Cost Estimate
$6.63 million

Project Scope
The current weigh station in Headingley is the busiest truck traffic inspection location in Manitoba due to its location on the Trans-Canada Highway (PTH 1) in the capital region. It was designed and built in the early 1960s, truck traffic volumes were lower and vehicles were smaller. At that time, truck tractors/semi-trailers rarely exceeded 18 metres in length. Today, the common mode of east-west freight transportation involves the use of long combination vehicles in excess of 40 metres. The location of the scales at the station, as well as the lane configuration, has created a situation where today's commercial vehicles often present unsafe interaction with general highway traffic.

The new site layout will create safer lane alignments, as well as acceleration/deceleration lanes that meet current engineering standards. A new weigh station will be constructed to the west of the current location, complete with a new office building, acceleration/deceleration lanes, inspection area and parking. All new accesses and the acceleration and deceleration lanes will be designed to meet current geometric standards.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- install new pavement to restore serviceability
- improve drainage
- improve operations at the intersection
- significantly reduce traffic delays
- improve key economic trade routes
- improve reliability and efficiency of Canada's international and interprovincial trade flows

LEGEND

Strategic Investment:

Renewal | Economic Development | Climate Resiliency | Connectivity & Innovation

Region/District:

C	Capital Region	**IL**	Interlake District
W	Western Region	**WN**	Western District
N	Northern Region	**NN**	Northern District
RR	Red River District	**P**	Provincial

Five-Year Strategy

Strategic Investment	Region	GENERAL CAPITAL Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
BUILDING, SHED, SILO, TERMINAL & ADDITIONS										
Renewal	C	At 8385 Wilkes Ave (In Headingley) - Traffic Signals Warehouse	**3.13**							
Renewal	C	At Wilkes Maintenance Yard - Office/Controller Building	**0.67**							
Renewal	C	East St Paul Maintenance Yard - Equipment Shed & Office	**1.60**							
Renewal	C	Hadashville Maintenance Yard - Equipment Shed	**0.95**							
Renewal	C	Manigotagan Maintenance Yard - Equipment Shed	**0.80**							
Renewal	C	Capital Region - Salt Silo	**0.30**							
Renewal	C	Wilkes Ave Maintenance Yard - Equipment Shed & Office	**1.60**							
Renewal	W	Birtle Maintenance Yard - Office	**0.37**							
Renewal	W	Brandon Maintenance Yard - Equipment Shed	**0.48**							
Renewal	W	Gladstone Maintenance Yard - Equipment Shed	**0.64**							
Renewal	W	Manitou Maintenance Yard - Equipment Shed & Office	**1.70**							
Renewal	W	Western Region - Salt Silo	**0.30**							
Renewal	N	Brochet Airport - Equipment Shed Addition	**0.88**							
Renewal	N	Carberry Maintenance Yard - Office Addition	**0.37**							
Renewal	N	Fisher Branch Maintenance Yard - Equipment Shed & Office	**0.88**							
Renewal	N	Gods Lake Narrows Airport - Terminal Building	**2.19**							

Strategic Investment	Region	GENERAL CAPITAL Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	N	Gypsumville Maintenance Yard - Sand Shed	**0.27**							
	N	Lac Brochet Airport - Baggage Check Addition	**0.96**							
	N	Lynn Lake Maintenance Yard - Equipment Shed & Office	**1.04**							
	N	McCreary Maintenance Yard - Equipment Shed & Office	**0.73**							
	N	Red Sucker Lake - Equipment Shed	**1.10**							
	N	Northern Region - Salt Silo	**0.30**							
	N	Shamattawa Airport - Baggage Check Addition	**0.86**							
	N	South Indian Lake Airport - Accommodations Trailer	**0.20**							
	N	St. Theresa Point Airport - Accommodations Trailer	**0.20**							
	N	Tadoule Lake - Terminal Building	**2.02**							
	N	The Pas Maintenance Yard - Equipment Shed	**0.47**							
	N	Wabowden Maintenance Yard - Equipment Shed & Office	**1.00**							
	RR	Deacons Corner Maintenance Yard - Equipment Shed	**0.36**							
		FERRY LANDING IMPROVEMENTS								
	N	Norway House (Sea Falls)	**7.45**							
	N	South Indian Lake	**8.75**							
	N	Split Lake/ York Landing	**13.75**							
		NAVIGATIONAL AID IMPROVEMENTS								
	N	Bloodvein Airport	**2.25**							
	N	Brochet Airport	**0.16**							
	N	Cross Lake Airport	**2.25**							

Strategic Investment	Region	GENERAL CAPITAL Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	**N**	Gods Lake Narrows Airport	**0.15**							
	**N**	York Landing Airport	**2.25**							
WEIGH SCALE IMPROVEMENTS										
	**C**	Headingley: 1.5km East of Gaol Road	**6.63**							

Water-Related Infrastructure

Project Highlights

Structure Replacement

Maple Creek Drain: 32-15-11E

Investment Category
Renewal

Current Cost Estimate
$2.10 million

Project Scope
The project is to replace an existing culvert crossing with a single span bridge. The existing culverts are located on the municipal Landerville Road over Maple Creek. The existing culverts experience regular ice jamming issues that cause spring flooding to adjacent properties and require regular maintenance. The replacement structure shall meet current design, codes and road safety standards and alleviate issues due to ice jams.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve drainage to support agricultural activity
- improve public safety
- enable future development

Drainage Improvements

Netley Creek: 7-17-3E

Investment Category
Renewal

Current Cost Estimate
$1.06 million

Project Scope
Netley Creek is located adjacent to a municipal road that is a route used by school buses and emergency vehicles. The project will reconstruct approximately 3 km of the drain that is owned by Manitoba, to update the drain to current design and agricultural drainage standards.

Intended Outcomes
- improve level of service
- support economic growth in rural Manitoba
- improve drainage to support agricultural activity
- enable future agricultural development

Minor Drain Rehabilitation: Drainage Improvements

Deadhorse Creek: Various Locations

Investment Category
Renewal

Current Cost Estimate
$2.05 million

Project Scope
The project will re-establish the original cross-section of the drain, as well as identify and replace all expired thru-dike culverts to prevent future flooding.

Intended Outcomes
- improve level of service
- improve public safety
- improve drainage to support agricultural activity
- enable future agricultural development

Dam or Control Structure Rehabilitation

Rivers Dam: SW 19-12-20W

Investment Category
Climate Resiliency

Current Cost Estimate
$34.0 million

Project Scope
A former federal agency called Prairie Farm Rehabilitation Administration (PFRA) constructed the Rivers Dam in 1960 to create a water supply for the Municipality of Riverdale and downstream communities, and the reservoir has subsequently been used for recreation purposes including use by cottage developments, a provincial park and a campground.

In July 2020, the dam passed the flood of record with a peak water level approximately 3.1 metres above the reservoir's target water level. Components of the dam are nearing end of service life and the dam requires upgrading to meet current Canadian Dam Association guidelines for design flood events. The project will include design and construction of the upgrade and rehabilitation work at the spillway and riparian conduit structures, so the dam can safely pass the new design flood event.

Intended Outcomes
- improve level of service and confidence in existing structures
- improve public safety
- extend the service life of the structures for 40+ more years
- support economic growth in rural Manitoba

LEGEND

Strategic Investment:

Renewal | Economic Development | Climate Resiliency | Connectivity & Innovation

Region/District:

C	Capital Region	**IL**	Interlake District
W	Western Region	**WN**	Western District
N	Northern Region	**NN**	Northern District
RR	Red River District	**P**	Provincial

Five-Year Strategy

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
DAM or CONTROL STRUCTURE REPLACEMENT & SAFETY IMPROVEMENTS										
	RR	* At English Brook: Wanipigow Dam 25-10E	**3.70**							
	RR	* Falcon Lake Dam: NW 23-08-16E	**3.80**							
	RR	Sanford Dam	**2.10**							
	RR	St. Norbert Dam: RL 64 Parish of St. Norbert	**1.13**							
	WN	* Oak Lake Dam: SW 12-08-25W	**7.53**							
	WN	Deloraine Dam: 30-02-22W	**16.80**							
	NN	Knapp Dam: The Pas	**9.54**							
DAM or CONTROL STRUCTURE REHABILITATION & SAFETY IMPROVEMENTS										
	RR	Carman Dam: SW 25-06-05W	**3.70**							
	RR	Jessica Lake Dam	**0.30**							
	RR	Mary Jane Dam: SW 09-04-09W	**0.19**							
	RR	Moose Lake Dam: SW 11-03-16E	**2.35**							
	RR	Portage Diversion Drop Structures 1 and 2	**0.79**							
	RR	Stephenfield Dam: NE 36-06-07W (safety improvements)	**0.25**							
	RR	Stephenfield Dam: NE 36-06-07W	**0.25**							
	WN	* Shellmouth Dam Rehabilitation: 1 & 11-23-29W	**9.52**							
	WN	Irwin Dam: SW 27-14-15W	**2.48**							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	WN	Rapid City Dam: NW 20-13-19W	0.15							
	WN	Rivers Dam: SW 19-12-20W	5.50							
	WN	Vermillion Dam: 25-23-20W	3.00							
	WN	Wawanesa Dam: NW 26-07-17W	4.12							
		PUMP STATION REPLACEMENT								
	RR	* Emerson-West Lynne Dike: At Emerson-West Lynne	10.57							
	RR	Elm River Pump Station (Assiniboine River Pumpsite W)	1.35							
	RR	Morris Dike	4.33							
	IL	St. Jean Baptiste	14.44							
		PUMP STATION REHABILITATION								
	RR	*St. Adolphe Dike	12.70							
	RR	La Salle River Pump Station (Assiniboine River Pumpsite Y)	1.35							
	RR	Mill Creek Pump Station (Assiniboine River Pumpsite Z)	0.86							
		DIKE REHABILITATION								
	RR	* Assiniboine River Dikes: Between Portage la Prairie & Baie Ste. Paul	8.00							
	RR	* St. Adolphe Dike	5.99							
	RR	* Ste. Agathe Dike	8.45							
	RR	Assiniboine River Dikes: Between Portage la Prairie & Baie Ste. Paul	0.18							
	RR	Emerson Ring Dike	0.11							
	RR	Grande Pointe Dike: Town of Grande Pointe	0.90							
	RR	St. Pierre-Jolys Ring Dike	0.69							
	WN	Ste. Rose du Lac Dike	0.05							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	WN	Vermillion River Dike: 27,28,29-25-18W	0.05							
	WN	Wilson River Dike:29,31,32-25-19W, 33,34,35,36-25-18W,& 2,3-26-18W	0.05							
	NN	Carrot River Dike	0.05							
		FLOOD PROTECTION ENHANCEMENT								
	RR	* Portage Diversion Channel	3.20							
	RR	Gardenton Floodway	5.00							
	RR	Portage Diversion: Reservoir 22 and 27-11-07W	1.20							
		STRUCTURE								
	RR	At Kronsgart Drain: NW 01-04-01W	0.49							
	RR	Bachman Drain: E of SE 11-13-7E	0.45							
	RR	D20 Bridge: N 13-7-3E	1.75							
	RR	Devils Creek: N 16-14-6E	1.80							
	RR	Graham Creek: NE 02-05-04W	2.04							
	RR	Main Drain: At Ridgeville (N 35-1-3E)	2.00							
	RR	Manning Canal: N of NW 18-7-6E	2.10							
	RR	Maple Creek Drain: 32-15-11E	2.10							
	RR	Red River Floodway: West Dike	0.54							
	RR	Sturgeon Creek Bridge	1.80							
	RR	Tourond Creek: SE 2-7-3E	1.35							
	IL	Domain Drain: N 20-7-2E	2.08							
	WN	Plum Creek: SE 35-7-24W	2.40							
	NN	Pasquia River: At Young Point Road	2.10							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
STRUCTURE REHABILITATION										
	RR	Bachman Drain West: NE 23-13-07E	**0.18**							
	RR	Bryson Drain	**0.15**							
	RR	Floodway Inlet Control Structure	**0.45**							
	RR	Hespeler Drain: NE 26-03-01W	**0.15**							
	RR	Hespeler Drain: Sec 26-03-01W	**0.28**							
	RR	Manning Canal: NE 9-7-6E	**0.12**							
	RR	Morris River: NE 4-7-1 W	**0.25**							
	RR	Portage Diversion: Assiniboine River Control Structure NW 26-11-07W	**5.90**							
	RR	Red River Floodway Channel	**0.15**							
	RR	Red River Floodway: Inlet Control Structure	**1.50**							
	RR	Rosenheim Channel: NW 22-2-4 W	**0.12**							
	RR	Seine River Diversion: RL 60 Parish of Ste. Anne--RL 22 Parish of St. Norbert	**0.18**							
	RR	Shannon Creek: N 36-4-2W	**0.10**							
	RR	Sturgeon Creek (East Branch): NW 33-12-01W	**0.25**							
	RR	Sturgeon Creek (West Branch): NE 31-12-01W	**0.25**							
	RR	T-Drain: NE 30-15-8E	**0.08**							
	RR	Upper Tobacco Creek: NW 22-05-6W	**0.20**							
	IL	Grassmere Drain: NE 29-12-02E	**0.10**							
	IL	Icelandic River: SE 19-22-3E	**0.19**							
	IL	Washow Bay Drain: NE 7-25-4E	**0.31**							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	WN	Brelinski Creek: NE 13-32-23W	**0.15**							
	WN	Brelinski Creek: NE 15-32-23W	**0.10**							
	WN	Cypress River: NW 19-6-12W	**0.11**							
	WN	Mill Creek: 3-12-3W	**0.08**							
	WN	Pipestone Creek: NE 24-8-26W	**0.08**							
	WN	Pipestone Creek: SE 36-7-27W	**0.10**							
		CULVERT IMPROVEMENTS								
	RR	11A Drain: 31,32,33,34,35,36-07-02W, 34,35,36-07-03W, 03,04,05,06,09,16-08-03W, 01,02,03-08-04W	**0.30**							
	RR	A Drain: 30,31-06-08E	**0.33**							
	RR	Aubugny Drain: 21-05-02E	**0.10**							
	RR	Colony Creek (downstream): 3,9-12-1E	**0.47**							
	RR	Colony Creek (middle): SE 30-12-1W, S 10-11-1E	**0.64**							
	RR	Colony Creek (U/S Reach 3 sites): SE 30-12-1W, NE 36-12-1W	**0.77**							
	RR	Forrester: S 25-06-02W	**0.10**							
	RR	Glenlea Drain: At Road 12E/Glenlea Rd	**0.26**							
	RR	Johnson Drain: 01-08-07E	**0.42**							
	RR	Matychak Drain: NE 10-14-8E	**0.43**							
	RR	NAUM Canal: North Arm Upper Manning, E 12-7-6E (site 306-00)	**0.39**							
	RR	NAUM Canal: North Arm Upper Manning, E 12-7-6E (site 304-00)	**0.39**							
	RR	Nikkel Drain: NW 2-3-1E	**0.34**							
	RR	Oakbluff Drain: N-NE-31-8-2E	**0.17**							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	RR	Pansy Drain: N16-5-6E, N 9-5-6E	**0.58**							
	RR	Scott Drain: E 15-10-3W, W 16-10-4W	**0.64**							
	RR	Scott Drain: NW 14-10-3W	**0.27**							
	RR	St. Pierre 24-6-4E	**0.15**							
	RR	Ste. Elizabeth Drain: NE 11-04-03E	**2.60**							
	RR	Tobacco Creek (14 sites)	**0.20**							
	IL	Drunken River: NE 15-21-4E	**0.29**							
	IL	East Service Road (PTH 6): SW 33-28-08W	**0.30**							
	IL	Jack Fish Creek: SE 31-14-2E	**0.26**							
	IL	Kris Johnson Drain: SW 31-24-5E	**0.11**							
	IL	Long Lake Drain: 17,20,29-14-4E	**0.11**							
	IL	Netley Creek: N-NW 22-17-02E	**1.40**							
	IL	Pine Lake Drain: 10-22-7W	**0.16**							
	IL	Progress Drain: N 4-24-4E	**0.37**							
	WN	Bicton Health Drain: 20-30-18W	**0.27**							
	WN	Fishing River: (19, 25-29)-28-29W, (21-24) - 28-21W	**0.14**							
	WN	Harrington Drain: SW 35-26-20W	**0.21**							
	WN	Lalecheur Drain: NE 1-38-25W	**0.25**							
	WN	Maple Lakes Drain NW 9-6-24W	**0.95**							
	WN	Mill Creek: NE 2-12-3W	**0.33**							
	WN	Mink Creek: (1,6,12)-29-19W; (7-11)-29-20 W; (7-12,15)-29-21W	**0.14**							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
DRAIN REHABILITATION										
	RR	201 Drain: 14,15,16,17-02-02E	**2.22**							
	RR	Angle Drain: 03,04,09-05-03E, 24,25,26,34,35-04-03E	**0.34**							
	RR	Bachman Drain: E 22,23,24,13,12,7,8-13-8E	**0.15**							
	RR	Bolen Drain: 30, 31-7-1E	**0.15**							
	RR	Carey Drain: 14-6-3E; 2,11-6-3E; 24-5-3E	**1.23**							
	RR	Chortitz Drain: 2-7-5E--SW 26-7-5E	**0.96**							
	RR	Deadhorse Creek (multiple sites)	**2.05**							
	RR	Dufrost Drain: 08,09,10,11,12,17,18-05-03E, 7-05-04E	**1.50**							
	RR	Edwin Drain: NE 18-11-7W--NW 14-11-8W	**1.97**							
	RR	Fish Creek: NW 9-9-6E--SW 18-9-7E	**0.27**							
	RR	Kirk Drain: 29-9-1E	**0.35**							
	RR	Kronsgart Drain: 1,2,3,4,5,6-4-2W;1,2,3,4,5,6-4-1W;7,8,9,10,15,16-4-1E	**8.13**							
	RR	Lafond Drain: NW 4, N5-4-2E--PR 246	**0.81**							
	RR	MacDonald Drain: 02,03,09,10,16,17-03-10W, 34-02-10W	**1.00**							
	RR	Main Drain #1: 12,13,24,25-16-8E; 30,31-16-9E; 6,7,18-17-8E	**4.65**							
	RR	Main Drain: North of PR 201	**0.32**							
	RR	Manning Canal Drain: 23,27,28,32,33-7-5E; 5,6-8-5E	**7.08**							
	RR	Maple Creek Drain: Portion of RL 17 Parish of St. Paul	**7.27**							
	RR	Mennard Drain: 15-9-2W, N 8-9-3W	**1.08**							
	RR	Piney West Drain: 01-02-11E, 28,34,35-01-11E	**0.49**							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	RR	Prefontaine Drain: RL 249--NE 5-8-4E, NW 4-8-4E--NE 27-7-4E	0.30							
	RR	Rempel Drain: W4-3-1E; N31,32,33-2-1E; N25,26,E36-2-1W	2.45							
	RR	Ridgeville Drain: 35,35-1-3E; 31,32-1-4E	1.20							
	RR	Rosenheim Channel: 02,03,11-03-02W, 19,27,28,29,30,34-03-02W, 5,08,09,13,14,15,16-02-03W	1.37							
	RR	South Lateral Drain: NE 32-5-6E--NW 33-5-6E, N 33-6-5E--NW 7-6-6E, NW 7-6-6E--NE 32-5-6E	0.24							
	RR	St. Joseph Drain: 20,29,32-2-1E	1.65							
	RR	St. Pierre Drain: Rat River--9-6-4E, 9-6-4E--W 2-6-4E	0.58							
	RR	Stead Drain: NW 28-16-8E--N 26-16-8E, N 26-16-8E--NE 25-16-8E	0.41							
	RR	West Dike: 31-8-3E (RM of Macdonald)	0.81							
	RR	Youville Drain: Seine River--NE 10-9-4E	0.24							
	IL	Angle Drain: 24,25,26,27-25-3E, 19-25-4E	0.44							
	IL	Bottle Creek: 4,3-26-1W, 35-25-1W	0.43							
	IL	Boundary Creek Drain: 2,3,4,5,6-18-3E	11.80							
	IL	Boundary Creek: 1-18-3E, 6,5,4-18-4E	0.30							
	IL	Boundary Drain: 7,8,9-26-07W	0.39							
	IL	Bruneau Drain: Parish RL 3-40	0.27							
	IL	Burnt Lake Drain: 15,22,26,27,34,35-21-5W	0.33							
	IL	Fish Lake Drain: 25,26,27,28,29,30-2--2E: 21,28,29,30-20-3E	4.91							
	IL	Hatchery Road Drain: 18-19-04W	0.86							
	IL	Island Lake Drain: Sec 36-20-5W and 31-20-4W	0.22							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	IL	Jackfish Creek: 7,18-15-2E, 13,24-15-1E	0.18							
	IL	Lake St. Francis Outlet Channel: 10-16-4W	0.13							
	IL	Meleb Drain: 1,2,3,6-20-3E & 4,33-19-03E	5.64							
	IL	Minnedosa Dam	8.46							
	IL	Netley Creek: 7-17-3E	1.06							
	IL	North Crooked Lake Drain: 13,14,23-23-2E & 3,8,9,10,17,18-23-3E	0.50							
	IL	Poplarfield Drain: (4-7)-22-2W, (33-35)-21-2W, 8-22-1W	0.43							
	IL	Sylvan Drain: 20,29,32-23-1E, 5-24-1E	0.33							
	IL	Washow Bay Drain: 11,10,3,4,5-24-3E	0.43							
	WN	Arrowmarsh Drain: S 31-13-26W--W 18-14-26W	0.25							
	WN	Badger Creek: 3,8,9,10-1-14W	0.30							
	WN	Brandt Drain: S 25,26,27-40W	0.17							
	WN	Community Pasture Drain: 4,9-28-20W	0.20							
	WN	Cox Drain: 18,19,30,31-36-24W & 6-37-24W	6.00							
	WN	Craigsford Drain: 31-37-25W & 36-37-26W	1.90							
	WN	Elm Creek Channel: NE 3-10-3W--NE 1-10-5W	0.67							
	WN	Gimby Drain: N 27-1-15W--N 31-1-15W	0.35							
	WN	Hay Creek: NE 28,W 27-35-28W	0.14							
	WN	Ingimundson Drain: 24,25-16-9W	0.14							
	WN	Lafacheur Drain: S 4,5,6-38-24W	0.14							
	WN	Portage Diversion (East Outside Drain): North of Rd 71N	0.63							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	WN	Portage Diversion (North of PR 227)	**0.39**							
	WN	Sleger's Creek	**0.15**							
	WN	Small Creek: 13,18-30-20W; 7-11,13,14-30-19W; 18-30-18W	**1.06**							
	WN	Zoria Drain: 21,28,33-27-21W	**0.53**							
	NN	Pasquia Lake Drain: 19,21-54-27W; 9,13,14,15, 24-54-28W	**0.65**							
	NN	Pasquia Lake Drain: 4-54-28W--19-54-27W	**0.57**							
	NN	Q Drain: 11,13 &14-55-27W	**0.46**							
	NN	Q Drain: 11,13,14-55-27W	**0.22**							
SAFETY IMPROVEMENTS & OTHER										
	RR	Sturgeon Creek: SW 11-12-1W - Guardrail & Hazard Protection	**0.08**							
	IL	Fairford River Water Control Structure - Fish Passage Project	**3.00**							
FLOOD RESTORATION - CULVERT REPLACEMENT										
	RR	* Colony Creek (Intersects with Road 68N)	**0.30**							
	RR	* Glenlea Drain: 12-08-2E	**0.28**							
	RR	* Johnson Drain: NE 03-09-1W	**0.25**							
	RR	* Roberts-McTavish Drain: NE 19-06-02	**0.50**							
	RR	* Rosenheim Drain: NE 15-2-3W	**1.00**							
	RR	* Shannon Creek (Rd.18W)	**0.60**							
	RR	* Shannon Creek Rd 15W (RM of Roland)	**1.00**							
	RR	* Taylor Drain (Rd. 7E): NE 24-06-01	**0.50**							
	RR	* Walhalla Drain: 9-3-1W	**0.50**							

Strategic Investment	District	WATER RELATED INFRASTRUCTURE Project Description * = cost share	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	IL	* Bump Drain: S 05-25-3E	**0.26**							
	IL	* Bump Drain: SE 05-25-3E	**0.25**							
	IL	* Crossen Lake Drain	**0.17**							
	IL	* Drunken River: NW 15-21-4E	**1.30**							
	IL	* Rembrandt Drain (Intersection of Rd 7E-124N)	**0.17**							
	IL	* Sunny Valley School Drain: W 23-28-1W	**0.17**							
FLOOD RESTORATION - DAM or CONTROL STRUCTURE REHABILITATION										
	RR	* Mary Jane Dam: RM of Pembina	**3.50**							
	RR	* Mary Jane Dam: SW 09-04-09W	**3.50**							
	WN	* Rapid City Dam: NW 20-13-19W	**5.50**							
	WN	* Rivers Dam: SW 19-12-20W	**34.00**							
FLOOD RESTORATION - STRUCTURE REHABILITATION										
	RR	* Portage Diversion Outlet	**3.50**							
	RR	* Quesnel Lake Dam	**1.50**							
FLOOD RESTORATION - STRUCTURE										
	IL	* Boundary Creek: At Prospect Street	**3.50**							
FLOOD RESTORATION - DRAIN REHABILITATION										
	RR	* Devils Creek	**0.23**							
	RR	* Johnson Drain: NE 03-09-1W (Along Road 2W)	**0.30**							
	RR	* Joubert Creek Extension	**0.74**							
	RR	* Sturgeon Creek: 16-12-1W (South of PR 221 and East of Rd 4W)	**0.25**							
	RR	* U-Drain: NW18, NE15, NE 13-15-8E	**0.33**							

Highway Infrastructure

Project Highlights

Project highlights are provided for projects with a current cost estimate of $10 million or more, but there may be several related projects, with different components, scheduled for a particular area or highway. Refer to the full five-year plan for additional details.

PTH 1 Surface Reconstruction

PTH 1 from 0.8 km west of PR 334 to PR 334

Investment Category
Renewal

Current Cost Estimate
$15.0 million

Project Scope
PTH 1 is a major corridor of the national highway system that benefits Manitoba's trade and tourism industries. This section through the RM of Headingley is a short section of four-lane undivided highway that is at the end of its service life and requires reconstruction.

This project includes upgrading PTH 1 in the vicinity of Headingley to facilitate raised medians and to construct a new concrete pavement. Both westbound and eastbound road design will have concrete lanes, with either fully paved asphalt shoulders or concrete curb and gutter. At certain locations, the highway will have turn lanes to allow for dedicated left or right-turning movements. The project will also include access rationalization, improve existing intersections and construct service roads to redirect traffic to the appropriate intersections.

Intended Outcomes
- improve level of service
- improve public safety
- enable future development
- improve safety at the intersections
- improve operations at the intersections
- improve reliability and efficiency of Canada's international and interprovincial trade flows
- reduce collisions

PTH 1 Structure

Bridge replacement at Assiniboine River, 0.8 km west of east junction PTH 26 (eastbound)

Investment Category
Climate Resiliency

Current Cost Estimate
$13.25 million

Project Scope
This bridge over the Assiniboine River for the eastbound lanes of PTH 1 was constructed in 1953 and is part of the Trans-Canada Highway. The bridge structure is 70 years old and is approaching the end of its service life. The new bridge will meet current design codes and highway safety standards and will be raised to better accommodate flood events on the Assiniboine River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- support RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 1 Structure

Bridge replacement at Symington Yard overpass (east of Winnipeg)

Investment Category
Climate Resiliency

Current Cost Estimate
$57.15 million

Project Scope
This overpass on PTH 1 was constructed in 1960 and serves as a vital link on the Trans-Canada Highway through the City of Winnipeg. It conveys four lanes of traffic on PTH 1 (two eastbound lanes and two westbound lanes) over the six tracks at the east end of the CN Symington yard and connects Plessis Road to PTH 1. The structure is 63 years old and is approaching the end of its service life. The new overpass will include a new bridge that meets current design codes and highway safety standards. Enhancements to PTH 1 and ramps are planned to improve driver safety through the new overpass.

Intended Outcomes
- supports trade and commerce
- improve level of service
- improve public safety
- support RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 1 Surface Reconstruction (Twinning)

PTH 1 from 5.0 km west of PR 301 to Ontario boundary

Investment Category
Connectivity & Innovation

Current Cost Estimate
TBD

Project Scope
PTH 1 is a major corridor of the national highway system that benefits Manitoba's trade and tourism industries. The section of PTH 1 from PR 301 to the Manitoba/Ontario Border is an east-west link. As part of the Trans-Canada Highway, it supports commercial and tourist traffic, local communities and access to several First Nation communities.

The project will provide a long-term plan for the twinning of this portion of PTH 1, which is the only remaining stretch not yet twinned.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- reduce vehicle wear and travel times
- improve esthetics for the business area
- remove guardrail
- extend pavement life
- enable future development
- improve operations at intersections
- improve key economic trade routes
- mitigate deterioration of road substructure
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 2 Surface Rehabilitation

PTH 2 from PR 240 to PTH 13

Investment Category
Renewal

Current Cost Estimate
$26.52 million

Project Scope
PTH 2 provides access to, from and between major agricultural centres in the region such as Brandon, Portage la Prairie, Winkler-Morden and Winnipeg. This section of PTH 2 is at the end of its service life and requires rehabilitation.

The project includes bituminous rehabilitation, upgrades to two substandard curves and the relocation of an access road away from a curve, addressing both safety and local operation issues.

Intended Outcomes
- rehabilitate pavement that has extended past its intended life and restore serviceability
- improve riding quality
- reduce vehicle wear and travel times
- support RTAC level allowable gross vehicle weights
- improve safety with curve realignment and intersection improvements
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 3 Surface Reconstruction (Twinning)

PTH 3 from 1.6 km east of PTH 100 to Winnipeg City Limits

Investment Category
Economic Development

Current Cost Estimate
TBD

Project Scope
This highway has seen a significant increase in traffic due to development in the RM of Macdonald over the last decade resulting in the need for reconstruction.

The project includes a functional design study, land acquisition, utility revisions, intersection analysis at all intersections and the reconstruction of PTH 3 from a two-way highway into a four-lane divided twinned highway. Construction work will include grading, placement of granular material and bituminous pavement and drainage design.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- improve ride quality
- reduce vehicle wear and travel times
- improve drainage
- improve esthetics for the business area
- enable future development
- improve operations at the intersections
- significantly reduce traffic delays
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights

PTH 3 Surface Reconstruction

PTH 3 from north junction PTH 3A to north junction PTH 34

Investment Category
Renewal

Current Cost Estimate
$19.66 million

Project Scope
PTH 3 is an important east-west trade and tourism corridor that services the agriculture and construction industry. In this location, it is also an important north-south trade corridor connecting to an international border crossing 14.0 km to the south.

The scope of the project includes surface reconstruction, grade widening, partially paved shoulders, fully paved shoulders within curves and culvert replacements.

Intended Outcomes
- reconstruct pavement that has extended past its intended life and restore serviceability
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- improve drainage to support agricultural activity
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- improve economic trade routes
- improve safety with partially paved shoulders
- improve reliability and efficiency of Canada's international and interprovincial trade flows
- support RTAC level allowable gross vehicle weights
- remove requirement of spring load weight restrictions

PTH 3 Surface Rehabilitation

PTH 3 from Saskatchewan boundary to south junction PTH 83

Investment Category
Economic Development

Current Cost Estimate
$16.29 million

Project Scope
PTH 3 is an important route that connects Manitoba to Saskatchewan. This is the remaining section of PTH 3 to be upgraded to RTAC. The existing A1 loading and pavement condition is insufficient for the economic benefits provided by the agricultural and oil industries.

Project includes bituminous rehabilitation to upgrade to RTAC loading as part of the Trade and Commerce Grid Initiative.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- enable future development
- improve operations at the intersections
- improve key economic commercial routes
- improve economic enablement by upgrading to RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 3 Structure - Flood Mitigation

Structure replacement at Souris River, 0.7 km east of north junction of PTH 83 (in the vicinity of Melita)

Investment Category
Climate Resiliency

Current Cost Estimate
$10.77 million

Project Scope
The bridge over Souris River on PTH 3 was constructed in 1970 and serves as a vital link on a strategic east-west route in southwest Manitoba. The bridge structure is 53 years old and is approaching the end of its service life. The new bridge will meet current design codes and highway safety standards and will be designed to better accommodate flood events on the Souris River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- support RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 5 Surface Rehabilitation

PTH 5 from PTH 23 to PTH 2

Investment Category
Economic Development

Current Cost Estimate
$30.86 million

Project Scope
The proposed project will improve the condition of the surface and allow for the removal of spring restrictions. The removal of spring road restrictions will provide economic benefits to the grain industry including local agriculture producers and grain elevators.

Project includes bituminous rehabilitation to remove spring road restrictions and upgrade to RTAC loading as part of the Trade and Commerce Grid Initiative.

Intended Outcomes
- supports trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- improve drainage to support agricultural activity
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- extend pavement life
- enable future development
- improve key economic trade routes
- mitigate deterioration of road substructure
- improve reliability and efficiency of Canada's international and interprovincial trade flows
- improve economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 5 Surface Rehabilitation

PTH 5 from PTH 2 to 15.0 km north of PTH 2

Investment Category
Economic Development

Current Cost Estimate
$27.27 million

Project Scope
This section of PTH 5 was last surfaced in 1968. The proposed project will improve the condition of the surface and allow for the removal of spring road restrictions. The removal of spring road restrictions will provide economic benefits to the grain industry including local agriculture producers and grain elevators.

The scope of the project includes bituminous rehabilitation to upgrade to RTAC loading as part of the Trade and Commerce Grid Initiative, safety and operational improvements including partially paved shoulders, access rationalization, intersection improvements, and hazard protection.

Intended Outcomes
- support trade and commerce
- support tourism (Spruce Woods Provincial Park)
- improve level of service
- improve public safety
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- improve key economic trade routes
- mitigate deterioration of road substructure
- improve economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 5 Surface Rehabilitation

PTH 5 from 15.0 km north of PTH 2 to PTH 1

Investment Category
Economic Development

Current Cost Estimate
$33.56 million

Project Scope
PTH 5 is an important route from the US to Saskatchewan borders that supports local agriculture and tourism in the area. This section of pavement is at the end of its service life and requires rehabilitation.

The scope of the project includes bituminous rehabilitation to upgrade to RTAC loading as part of the Trade and Commerce Grid Initiative and intersection improvements.

Intended Outcomes
- rehabilitate pavement that has extended past its intended life and restore serviceability
- improve ride quality
- reduce vehicle wear and travel times
- improve safety with intersection improvements
- improve reliability and efficiency of Canada's international and interprovincial trade flows
- improve economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 5 Structure

Structure replacement at Assiniboine River, 11.1 km north of PTH 2 (At at Spruce Woods)

Investment Category
Climate Resiliency

Current Cost Estimate
$24.05 million

Project Scope
The bridge over Assiniboine River on PTH 5 was constructed in 1964 and provides a vital crossing for visitors at Spruce Woods Provincial Park. The bridge structure is 59 years old and is approaching the end of its service life. The new bridge will have a separated sidewalk, meet current design codes and highway safety standards and be raised to better accommodate flood events on the Assiniboine River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- support RTAC level allowable gross vehicle weights

PTH 5 Surface Rehabilitation

PTH 5 from PTH 20 to PTH 10

Investment Category
Renewal

Current Cost Estimate
$13.0 million

Project Scope
PTH 5 runs east-west through west central Manitoba and provides a link between major north-south provincial roadways north of Riding Mountain National Park and a direct route into Saskatchewan. Work will include intersection improvements, partially paved shoulders, culvert replacements and 20.3 km of surface rehabilitation.

Intended Outcomes

- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights

PTH 5 Structure Rehabilitation

Structure rehabilitation at Lake of the Prairies, 12.6 km west of PTH 83 (west of Roblin)

Investment Category
Renewal

Current Cost Estimate
$17.47 million

Project Scope
The bridge over the Assiniboine River at Lake of the Prairies on PTH 5 was constructed in 1969 and is a critical link into Saskatchewan. The bridge structure is 54 years old. Rehabilitation of the bridge will increase the level of service and improve highway safety.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- support RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 5 Surface Rehabilitation

PTH 5 from PR 276 to PTH 20

Investment Category
Renewal

Current Cost Estimate
$13.0 million

Project Scope
PTH 5 runs east-west through west central Manitoba and provides a link between major north-south provincial roadways north of Riding Mountain National Park and a direct route into Saskatchewan. Work will include intersection improvements, partially paved shoulders, culvert replacements and 19.7 km of surface rehabilitation.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights

PTH 5A Surface Reconstruction

In Dauphin, from Triangle Road to Whitmore Ave

Investment Category
Economic Development

Current Cost Estimate
$15.43 million

Project Scope
PTH 5A serves as the main access into the City of Dauphin from the south. This project will improve traffic operations and safety, including reconstructing PTH 5A to a four-lane divided corridor and construction of service roads and intersection improvements.

Intended Outcomes
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life

PTH 6 Surface Reconstruction (Twinning & Passing Lanes)

PTH 6 from PTH 101 to Grosse Isle

Investment Category
Connectivity & Innovation

Current Cost Estimate
$15.66 million

Project Scope
PTH 6 is a National Highway System (NHS) route and represents one of the most important trade and tourism routes for the province. This section of PTH 6 is located on a two-lane undivided highway and experiences high volumes of traffic and congestion/travel delays during morning and afternoon peak traffic periods. In addition, the pavement is at the end of its service life and requires reconstruction to accommodate increasing truck volumes and weights on this NHS route.

This project includes twinning PTH 6 to a four-lane divided roadway from PTH 101 to the railway crossing approximately 1.5 km north of PTH 101, the construction of passing lanes from Gordon to Grosse Isle, and intersection improvements at PTH 101 and at PR 236.

Intended Outcomes
- support trade and commerce
- improves the reliability and efficiency of Canada's international and interprovincial trade flows by reducing congestion
- improve riding comfort, contributing to less vehicular wear and tear
- improve safety as a result of provision of traffic operational and intersection improvements
- support RTAC level allowable gross vehicle weights
- reduce greenhouse gas and other harmful vehicle emissions

PTH 6 Surface Rehabilitation

PTH 6 from 0.4 km north of the north junction of PR 237 to 0.6 km south of PR 239 (Moosehorn to north of Grahamdale)

Investment Category
Renewal

Current Cost Estimate
$14.17 million

Project Scope
PTH 6 is part of the NHS and is an important trade and tourism corridor. This section of PTH 6 is at the end of its service life and requires rehabilitation.

The scope of the project includes surface rehabilitation, intersection improvements, curve realignment to meet current NHS standards and partially paved shoulders.

Intended Outcomes
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- support RTAC level allowable gross vehicle weights

PTH 6 Surface Rehabilitation

PTH 6 from 0.6 km south of PR 239 to Fairford River

Investment Category
Renewal

Current Cost Estimate
$10.10 million

Project Scope
PTH 6 is part of the NHS and is an important trade and tourism corridor. This section of PTH 6 is at the end of its service life and requires rehabilitation.

The scope of this project includes surface rehabilitation, intersection improvements and partially paved shoulders.

Intended Outcomes

- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- improve reliability and efficiency of Canada's international and interprovincial trade flows
- support RTAC level allowable gross vehicle weights

PTH 8 Surface Reconstruction

PTH 8 (southbound) from PTH 101 to PR 230

Investment Category
Renewal

Current Cost Estimate
$24.4 million

Project Scope
Southbound PTH 8 is at the end of its service life and requires reconstruction. Developments along PTH 8 and PTH 101 are transitioning former, low-volume agricultural intersections to high-volume commercial intersections. Significant improvements are required to improve safety and support economic development in the area.

The scope of the proposed project includes service roads to redirect commercial traffic to proper intersections, intersection improvements to improve safety and to support higher traffic volumes, reconstructing the southbound lanes of PTH 8 to provide proper shoulders and a new paved surface.

Intended Outcomes
- reduce collisions
- improve level of service
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- improve esthetics for the business area

PTH 12 Surface Reconstruction

PTH 12 from PTH 1 to PTH 15

Investment Category
Renewal

Current Cost Estimate
$26.9 million

Project Scope
The existing pavement is over 50 years old. This section of PTH 12 is at the end of its service life and requires reconstruction.

The project includes pulverizing the existing surface, widening the shoulders and laying bituminous pavement to increase the loading to RTAC. This project also includes intersection improvements at PR 501, rehabilitation of a railway crossing and drainage improvements in the area, as required.

Intended Outcomes

- support trade and commerce
- improve level of service
- eliminate rutting
- improve ride quality
- install pavement to restore serviceability
- reduce vehicle wear and travel times
- improve operations at the intersection
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights

PTH 12 Surface Reconstruction

PTH 12 from PTH 15 to PTH 44

Investment Category
Renewal

Current Cost Estimate
$16.18 million

Project Scope
PTH 12 is a bituminous pavement highway with A1 loading that was constructed in 1961. This section of PTH 12 is at the end of its service life and requires reconstruction.

This project includes bituminous reconstruction, intersection improvements at PR 213, PR 215 and PTH 44, and drainage improvements.

Intended Outcomes
- support trade and commerce
- improve level of service
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve operations at the intersection
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights

PTH 12 Surface Rehabilitation

PTH 12 from 1.8 km north of PTH 52 (Park Road) to the Seine River Diversion

Investment Category
Renewal

Current Cost Estimate
$11.0 million

Project Scope
The existing pavement on PTH 12 was constructed in 1980. In order to further extend the life of the roadway, a bituminous pavement rehabilitation is required.

The project includes milling of the existing pavement surface and placement of new bituminous pavement on the main lanes and shoulders. Drainage will be improved, and culvert replacements will be completed as required. The project will also include intersection improvements at various intersections along PTH 12.

Intended Outcomes
- support trade and commerce
- improve level of service
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- improve operations at the intersection
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 16 Surface Reconstruction

PTH 16 from 2.0 km west of PR 242 to 1.8 km east of PR 242

Investment Category
Renewal

Current Cost Estimate
$19.96 million

Project Scope
PTH 16 is part of the NHS and is an important trade and tourism corridor. The project proposes to realign horizontal curves to meet NHS standards and increase level of service and safety.

The scope of the project includes surface reconstruction of PTH 16 from 2.0 km west of PR 242 to 1.8 km east of PR 242, for a total distance 3.8 km. The project includes horizontal realignment, fully paved shoulders and the realignment of PR 242, with accompanying intersection improvements.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve operations at the intersection
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 21 Surface Rehabilitation

PTH 21 from the US border to 3.0 km south of PTH 3

Investment Category
Renewal

Current Cost Estimate
$55.07 million

Project Scope
The proposed project will improve the condition of the surface and allow for the removal of spring road restrictions. The removal of spring road restrictions will provide economic benefits to the oil industry and local agriculture producers.

This project includes bituminous rehabilitation to remove spring road restrictions and upgrade to RTAC loading as part of the Trade and Commerce Grid Initiative.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- improve drainage to support agricultural activity
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- extend pavement life
- enable future development
- improve key economic trade route
- mitigate deterioration of road substructure
- improve reliability and efficiency of Canada's international and interprovincial trade flows
- improve economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 23 Surface Reconstruction

PTH 23 from PR 336 to PR 422

Investment Category
Renewal

Current Cost Estimate
$20.5 million

Project Scope
PTH 23 is a two-lane undivided secondary arterial road that stretches from PTH 21 to PTH 59 and is a significant cross-province route. The project location is from PR 336 to PR 422 in the RM of Morris and passes through the town of Lowe Farm. The road was originally paved with concrete in 1966 and received a bituminous overlay in 1988. This section of PTH 23 is at the end of its service life and requires reconstruction.

The scope of the proposed work includes 18.1 km of bituminous reconstruction, intersection treatments at four intersections, partially paved shoulders and the replacement of through-grade culverts.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- improve operations at the intersections
- support RTAC level allowable gross vehicle weights

PTH 34 Structure

Structure replacement at Assiniboine River, 12.2 km north of PTH 2 (North of Holland)

Investment Category
Climate Resiliency

Current Cost Estimate
$30.41 million

Project Scope
The bridge over Assiniboine River on PTH 34 was constructed in 1952 and serves as a north-south link across the Assiniboine River between PTH 1 and PTH 2. The bridge structure is 71 years old and is approaching the end of its service life. The new bridge will meet current design codes and highway safety standards and will be raised to better accommodate flood events on the Assiniboine River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety

PTH 42 Surface Reconstruction

PTH 42 from PR 264 to 12.2 km east of PR 264

Investment Category
Renewal

Current Cost Estimate
$11.02 million

Project Scope
Project includes upgrade of road surface to meet design cross-section standards, including paved shoulders and rail crossing upgrade.

Intended Outcomes
- improve level of service
- improve public safety
- improve ride quality
- reduce vehicle wear and travel times
- mitigate deterioration of road substructure

PTH 59 Structure

Bridge replacement at Brokenhead River, 3.8 km south of PR 319 (in the vicinity of Scanterbury)

Investment Category
Climate Resiliency

Current Cost Estimate
$13.85 million

Project Scope
The bridge over Brokenhead River on PTH 59 was constructed in 1961. It is located adjacent to the Brokenhead Ojibway First Nation and serves as a vital link to northeastern Manitoba, including the resort areas of eastern Lake Winnipeg and Whiteshell and Nopiming provincial parks. The bridge structure is 62 years old and is approaching the end of its service life. The new bridge will meet current design codes and highway safety standards and will be designed to better accommodate flood events on the Brokenhead River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- support RTAC level allowable gross vehicle weights

PTH 75 Surface Reconstruction

PTH 75 (southbound) from PR 305 to PR 205

Investment Category
Renewal

Current Cost Estimate
$32.8 million

Project Scope
PTH 75 is a major corridor of the national highway system that benefits Manitoba's trade and tourism industries. The existing pavement of this stretch of highway was constructed in 1988. The department has since completed concrete joint repairs and dowel bar retrofit. This section of PTH 75 is at the end of its service life and requires reconstruction.

This project includes bituminous reconstruction, intersection improvements at PR 305 and drainage improvements.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- improve operations at the intersection
- improve key economic trade routes
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 75 Surface Reconstruction

PTH 75 (southbound) from 0.5 km north of PTH 23 to PR 205

Investment Category
Renewal

Current Cost Estimate
$29.0 million

Project Scope
PTH 75 is a major corridor of the national highway system that benefits Manitoba's trade and tourism industries. The existing concrete pavement constructed in 1991 and is at the end of its service life.

Work will include shoulder improvements, drainage improvements, intersection improvements and 13.3 km of surface reconstruction. The surface will be reconstructed using concrete pavement.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- improve operations at the intersection
- improve key economic trade routes
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 83 Surface Rehabilitation

PTH 83 from PR 355 to PTH 42

Investment Category
Renewal

Current Cost Estimate
$33.0 million

Project Scope
The proposed project will improve the condition of the surface and allow for the removal of spring road restrictions. The removal of spring road restrictions will provide economic benefits to the grain industry, including local agriculture producers and grain elevators.

This project includes bituminous rehabilitation to remove spring road restrictions and upgrade to RTAC as part of the Trade and Commerce Grid Initiative.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- improve drainage to support agricultural activity
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- extend pavement life
- enable future development
- improve key economic trade routes
- mitigate deterioration of road substructure
- improve reliability and efficiency of Canada's international and interprovincial trade flows
- improve economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 100 Interchange Construction

PTH 100, South Perimeter Highway at St. Anne's Road

Investment Category
Climate Resiliency

Current Cost Estimate
$151.0 million

Project Scope
The project includes an interchange at St. Anne's Road, pavement reconstruction for 4.4 km and a railway overpass at the CPR crossing on PTH 100. The project will improve traffic operations and safety at St. Anne's Road and the CPR railway crossing. The project will also support the upgrade of the South Perimeter Highway to freeway status.

Work includes the design and construction of an interchange, pavement reconstruction and railway overpass including the acquisition of land and relocation of utilities. The project will include a pedestrian crossing under PTH 100 along the Seine River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- enable future development
- improve operations at the intersection
- significantly reduce traffic delays
- improve key economic trade routes
- mitigate deterioration of road substructure
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PTH 100 Interchange Construction

PTH 100, South Perimeter Highway at PTH 3

Investment Category
Connectivity & Innovation

Current Cost Estimate
$150.0 million

Project Scope
PTH 100 and PTH 3 is an at-grade signalized intersection located in the RM of Macdonald. The South Perimeter Highway at PTH 3 Interchange construction project was included in the South Perimeter Highway Design Study finalized in 2020. At-grade intersections such as the existing signalized intersection at PTH 100/PTH 3 lead to congestion and delays during peak hours. Since it was constructed, the vision for PTH 100 has been that of a freeway, with access provided only by interchanges or overpasses in order to maintain free-flowing traffic. Construction of an interchange at PTH 100 and PTH 3 addresses known operational issues and would support the vision for the Perimeter Highway and important outcomes including supporting the international trade hub, safety, and level of service improvements for all motorists.

This project is for the construction of a new interchange at the intersection of PTH 100 and PTH 3 in the RM of Macdonald. The South Perimeter Highway Design Study identified details for a diamond interchange and associated highway realignments.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- reduce vehicle wear and travel times
- enable future development
- improve operations at the intersection
- significantly reduce traffic delays
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PR 204 Structure Rehabilitation

PR 204 at Red River (Selkirk), 0.4 km east of PTH 9A

Investment Category
Renewal

Current Cost Estimate
$28.5 million

Project Scope
The bridge over Red River on PR 204 was constructed in 1935 and provides the main access from the east side of the Red River to the City of Selkirk. The bridge structure is 88 years old. Rehabilitation of the existing bridge will maintain its level of service and increase highway safety.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety

PR 227 Surface Reconstruction

PR 227 from PR 430 to PTH 6

Investment Category
Renewal

Current Cost Estimate
$24.0 million

Project Scope
The scope of this project is to reconstruct PR 227 from gravel surface to RTAC loading standards (between PR 430 and PR 248) and from bituminous surface (B1 loading) to RTAC loading to promote economic growth of the area and enhance safety. These upgrades will encourage growth within the local commercial and agricultural industry in the area.

The project includes reconstructing and grade widening of existing road embankment to accommodate 2.0 metre partially paved shoulders, laying new bituminous pavement on top of additional granular base, replacing corrugated steel culverts to improve drainage, widening intersection treatments at PR 248 and PTH 6, and installing guardrails for protection from roadside hazards.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- enable future development
- improve operations at the intersection
- significantly reduce traffic delays
- improve key economic trade route
- mitigate deterioration of road substructure
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PR 239 Surface Reconstruction

PR 239 from Steep Rock to 9.5 km west of PTH 6

Investment Category
Economic Development

Current Cost Estimate
$13.75 million

Project Scope
PR 239 is a connecting route for local industry, tourism and agricultural use. RTAC loading is allowed on PR 239, however the road was never built to RTAC standards. The proposed project will improve the condition of the surface and bring it up to RTAC standards.

The scope of the project includes 13.8 km of bituminous reconstruction on PR 239 from Steep Rock to 9.5 km west of the new intersection of PR 239 and PTH 6. This project will include bituminous pavement (to fully support RTAC loading), grade widening, culvert replacement, potential curve realignment and intersection improvements and access rationalization.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- improve drainage to support agricultural activity
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- extend pavement life
- support RTAC level allowable gross vehicle weights
- mitigate deterioration of road substructure

PR 248 Structure

Bridge replacement at Assiniboine River, 0.3 km south of PTH 26

Investment Category
Climate Resiliency

Current Cost Estimate
$20.75 million

Project Scope
The bridge over Assiniboine River on PR 248 was constructed in 1948. The bridge structure is 75 years old and is approaching the end of its service life. The vertical clearance at the bridge is restricted to 4.2 metres and requires regular inspection and maintenance due to over height vehicles. The new bridge will meet current design codes, standards for vertical clearances, highway safety standards and will be designed to better accommodate flood events on the Assiniboine River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety

PR 256 Surface Reconstruction

PR 256 from 3.2 km north of PR 255 to PR 257

Investment Category
Economic Development

Current Cost Estimate
$16.95 million

Project Scope
PR 256 is an important route and primarily services the oil industry in southwestern Manitoba. In addition to removing spring road restrictions, this roadway is proposed to become an RTAC route which will support the oil industry and the economy of Manitoba.

This project includes surface reconstruction to remove spring road restrictions and increase loading from B1 to RTAC as part of the Trade and Commerce Grid Initiative.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- extend pavement life
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights

PR 283 Surface Reconstruction

PR 283 from PR 282 to PTH 10

Investment Category
Economic Development

Current Cost Estimate
$39.35 million

Project Scope
This project is a bituminous reconstruction project that will increase PR 283 loading capacity to RTAC year-round and remove spring road restrictions. This project will also improve cross-sectional geometry to bring PR 283 to modern standards. This project supports the local economy and promotes interprovincial trade in the agriculture and forestry sectors.

The project involves bituminous reconstruction including land acquisition, embankment reconstruction, geometric improvements, culvert replacements and access management.

Intended Outcomes
- supports trade and commerce
- improve level of service
- improve public safety
- eliminate rutting
- improve ride quality
- improve drainage to support agricultural activity
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve drainage
- extend pavement life
- enable future development
- improve key economic trade routes
- improve economic enablement by removing spring road restrictions
- improve reliability and efficiency of Canada's international and interprovincial trade flows

PR 305 Structure Rehabilitation

Bridge rehabilitation at Red River, 0.5 km east of PTH 75 (Ste. Agathe)

Investment Category
Renewal

Current Cost Estimate
$37.50 million

Project Scope
The bridge over Red River on PR 305 was constructed in 1959 and provides the main access for communities on the east side of the Red River to the town of Ste. Agathe and PTH 75. The bridge structure is 64 years old. Rehabilitation of the bridge will include a separated sidewalk and increase the level of service as well as and improved highway safety.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety

PR 305 Structure

Structure replacement at Assiniboine River, 13.3 km south of PTH 1 (at Long Plain First Nation)

Investment Category
Climate Resiliency

Current Cost Estimate
$28.05 million

Project Scope
The bridge over the Assiniboine River on PR 305 was constructed in 1970 and provides a vital crossing for members of the Long Plain First Nation located on both sides of the Assiniboine River. The bridge structure is 53 years old and is approaching the end of its service life. The new bridge will meet current design codes and highway safety standards and will be raised to better accommodate flood events on the Assiniboine River.

Intended Outcomes
- support trade and commerce
- improve level of service
- improve public safety

PR 311 Surface Reconstruction

PR 311 from PR 206 to PTH 12

Investment Category
Economic Development

Current Cost Estimate
$17.18 million

Project Scope
PR 311 is a bituminous pavement highway throughout the community of Blumenort that was constructed in 1980, and an asphalt surface treatment (AST) highway west of town to PR 206 that was constructed in 1976. This section of PR 311 is at the end of its service life and requires reconstruction.

This project includes bituminous reconstruction, drainage improvements and culvert replacements. This project also includes potential intersection treatments at various locations along the highway as required.

Intended Outcomes
- support trade and commerce
- improve level of service
- eliminate rutting
- improve ride quality
- install new pavement to restore serviceability
- reduce vehicle wear and travel times
- improve operations at the intersection
- improve key economic trade routes
- support RTAC level allowable gross vehicle weights

PR 391 Structure Rehabilitation

Bridge Rehabilitation at Burntwood River, 3.0 km north of PTH 6 (Thompson)

Investment Category
Renewal

Current Cost Estimate
$36.0 million

Project Scope
The existing two-lane bridge over Burntwood River on PR 391 was constructed in 1971 and is located on a sole access route to many communities north of the City of Thompson, including First Nations communities, Gillam, Lynn Lake and Leaf Rapids, as well as Manitoba Hydro generating stations. PR 391 conveys approximately 2,850 vehicles per day.

The existing bridge is 47 years old, is nearing the end of its design service life of 50 years and has many components that require rehabilitation or replacement. Rehabilitation of the bridge will increase the level of service and improve highway safety. Route detours are not available in this area and lane/loading restriction or a closure of this bridge would pose serious harm as it would segregate the communities and industries north of Thompson.

This project involves major rehabilitation of the bridge to meet current design, codes and highway safety standards.

Intended Outcomes
- support economic enablement of regional industries
- increased load carrying capacity
- improve level of service
- improve public safety

LEGEND

Strategic Investment:

Renewal | Economic Development | Climate Resiliency | Connectivity & Innovation

Region/District:

C	Capital Region	**IL**	Interlake District
W	Western Region	**WN**	Western District
N	Northern Region	**NN**	Northern District
RR	Red River District	**P**	Provincial

Five-Year Strategy

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
INTERCHANGE CONSTRUCTION												
Climate Resiliency	C	100	South Perimeter: At St. Anne's Road	—	**151.00**							
Connectivity & Innovation	C	100	South Perimeter: At PTH 3	—	**150.00**							
Connectivity & Innovation	C	100	South Perimeter: At St. Mary's Road	—	**135.00**							
TWINNING RECONSTRUCTION												
Connectivity & Innovation	C	001	5.0km West of PR 301--Ontario Boundary	19.8	**TBD**							
Economic Development	C	003	1.6km East of PTH 100 (Wyper Road)-- 6.7km East of PTH 100 (Winnipeg City Limits)	6.7	**TBD**							
Connectivity & Innovation	C	006	* PTH 101--Grosse Isle	4.0	**15.66**							
Connectivity & Innovation	C	015	PTH 101--1.2km East of PR 206	9.7	**TBD**							
Connectivity & Innovation	C	052	PTH 59--Mitchell (Reichenbach Road)	15.5	**TBD**							
Connectivity & Innovation	C	059	PTH 52--PR 210	15.3	**TBD**							
SURFACE RECONSTRUCTION												
Renewal	C	001	* PTH 26--Gaol Road (E/B)	6.0	**8.05**							
Renewal	C	001	* PTH 26--Gaol Road (W/B)	6.0	**8.05**							
Renewal	C	001	6.0km East of PTH 26 (Gaol Road)-- 0.8km West of PR 334 (E/B & W/B)	1.8	**5.54**							
Renewal	C	001	* 0.8km West of PR 334--PR 334	0.8	**15.00**							
Renewal	C	001	In Headingley: John Blumberg Park-- Camp Manitou Road	1.5	**9.55**							
Renewal	C	001	Vicinity of PTH 12	2.5	**12.00**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	C	001	* Brokenhead River--GWWD Railway (E/B)	32.0	**7.33**							
	C	001	* Brokenhead River--PTH 11 (W/B)	26.9	**25.81**							
	C	001	* PTH 11--PR 308 (W/B)	21.3	**22.61**							
	C	001	GWWD Railroad Crossing-- PR 308 (E/B) (Shoulders)	16.5	**2.30**							
	C	001	0.7km West of Ontario Boundary--Ontario Boundary	0.7	**3.00**							
	C	001	* PR 248--East Jct of PTH 26 (E/B)	18.5	**16.12**							
	C	003	0.3km East of PTH 13--0.2km West of PR 336	20.8	**20.40**							
	C	003	0.2km West of PR 336--PR 305 (Morris River)	13.5	**15.30**							
	C	008	PTH 101--PR 230 (S/B)	10.3	**24.40**							
	C	011	In Powerview: PR 304--1.7km West of PR 304	1.7	**4.00**							
	C	012	PTH 1--PTH 15	20.5	**26.90**							
	C	012	PTH 15--PTH 44	21.3	**16.18**							
	C	014	PTH 30--PTH 75	16.7	**18.35**							
	C	015	PR 206--Brokenhead River	34.2	**19.26**							
	C	023	PR 336--PR 422	18.1	**20.50**							
	C	023	PTH 75--PTH 59	29.0	**17.00**							
	C	044	Red River--Red River Floodway	0.7	**3.53**							
	C	059	US Border--PR 403	40.0	**36.50**							
	C	059	PR 317--PTH 12	22.1	**23.70**							
	C	075	* Pembina Emerson Point of Entry (PoE) (S/B)	—	**9.00**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	C	075	0.4km South of South Jct PTH 23 (Rodeo Drive)--3.4km South of South Jct PTH 23 (S/B)	3.0	**9.94**							
	C	075	PR 305--PR 205 (S/B)	14.3	**32.80**							
	C	075	0.5 km North of PTH 23--PR 205 (S/B)	13.4	**29.00**							
	C	100	South Perimeter Service Road (Jackson Road): Murdock Road--Symington Road	2.3	**4.10**							
	C	100	South Perimeter Service Road: Wilkes Avenue--Oakland Road	6.4	**7.62**							
	C	100	South Perimeter: PTH 59--PTH 1E (E/B & W/B)	6.8	**38.50**							
	C	101	North Perimeter: PTH 1W--PTH 1E (E/B & W/B) (Portage Avenue--Fermor Avenue)	—	**3.90**							
	C	101	North Perimeter Service Road: 1.0km West of PTH 9--PTH 9 (Kapelus Drive)	1.0	**4.10**							
	C	200	In Emerson: At CN Railway Underpass	—	**1.52**							
	C	201	East Jct PR 200--PTH 59	24.6	**33.50**							
	C	201	PTH 59--PR 302	20.5	**27.70**							
	C	205	Vicinity of Rosenort (West of Diversion Bridge)	—	**1.28**							
	C	207	PTH 15--PR 213	9.8	**20.80**							
	C	227	PR 430--PTH 6	33.0	**24.00**							
	C	236	0.3km North of PTH 6--1.7km North of PTH 6	1.4	**2.00**							
	C	246	PTH 23--PR 205	13.0	**16.00**							
	C	311	PTH 59--PR 216	6.6	**7.10**							
	C	311	PR 216--PR 206	5.0	**10.10**							
	C	311	PR 206--PTH 12	10.0	**17.18**							
	C	422	Vicinity of Rosenort (South of PR 205)	—	**1.03**							

Strategic Investment	Region	Hwy	**HIGHWAY INFRASTRUCTURE Projects > $1.0M** Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	C	Var	* Berens River FN (IRNR)	13.0	**10.00**							
	W	001	West Jct PTH 26 (Portage la Prairie)--1.0km West of PTH 13 (E/B)	13.8	**13.80**							
	W	001	At PTH 1A West Jct (Portage Diversion--Can-Oat Road)	2.0	**26.30**							
	W	001	0.6km East of PTH 41 (Kirkella Rest Area)	1.0	**1.40**							
	W	001	PTH 10--PTH 1A (Rear South Service Road)	1.6	**10.33**							
	W	002	West Jct PTH 21--1.6km West of PR 250	21.4	**38.00**							
	W	003	North Jct PTH 3A--North Jct PTH 34	13.6	**19.66**							
	W	003	South Jct PTH 83--North Jct PTH 83	12.5	**29.77**							
	W	005	South Jct PR 253--PTH 23	14.7	**33.60**							
	W	005	PTH 3--South Jct PR 253	20.4	**33.90**							
	W	010	* 1.2km North of North Jct PTH 16--11.6km North of North Jct PTH 16	10.4	**17.67**							
	W	016	* 2.0km West of PR 242--1.8km East of PR 242	3.8	**16.65**							
	W	016	* 0.3km East of South Jct PTH 83--PR 472	10.9	**18.58**							
	W	016	PR 472--West Jct PR 264 (Solsgirth Curves)	8.7	**30.00**							
	W	016	* PTH 21--West Jct PR 250	28.9	**21.25**							
	W	021	North Jct of PR 355--1st Avenue (Shoal Lake)	20.7	**12.00**							
	W	021	0.8km North of South Jct PR 355--1.6km North of North Jct of PR 355	4.1	**4.83**							
	W	034	PTH 1--PTH 16	29.4	**17.00**							
	W	042	PR 264--12.2km East of PR 264	12.2	**11.02**							
	W	083	0.5km North of West Jct PTH 1--18.0km North of West Jct PTH 1	17.5	**23.00**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	W	083	US Border--South Jct PTH 3	21.5	**40.28**							
	W	083	PR 255--East Jct PTH 1	16.2	**24.35**							
	W	083	North Jct PTH 42--South Jct PTH 16	9.9	**25.70**							
	W	227	PTH 16--PR 430	38.9	**36.00**							
	W	256	0.9km South of North Jct of PR 255 (Railway Tracks)--North Jct of PR 255	0.4	**1.24**							
	W	256	3.2km North of PR 255--PR 257	8.1	**16.95**							
	W	340	At Assiniboine River	0.3	**3.57**							
	N	005A	In Dauphin: Triangle Road--Whitmore Avenue	1.8	**15.43**							
	N	006	50.4km North of PR 513-- 66.9km North of PR 513	16.5	**23.25**							
	N	006	36.1km North of PR 513-- 50.4km North of PR 513	14.3	**21.38**							
	N	010	0.8km East of PR 488-- 1.2km East of PTH 10A (East of Swan River)	4.8	**5.89**							
	N	039	4.0km East of PR 392--7.0km East of PR 392	3.0	**4.06**							
	N	039	6.0km West of PR 596--10.0km East of PR 596	8.0	**2.16**							
	N	068	PTH 5--1.8km East of PTH 5	1.8	**1.50**							
	N	239	Steeprock--9.5km West of PTH 6	13.8	**13.75**							
	N	239	1.2km West of PTH 6--PTH 6	1.2	**2.40**							
	N	283	PR 282--PTH 10	17.8	**39.35**							
	N	283	Saskatchewan Boundary--PR 282	21.9	**48.29**							
	N	326	PR 329--2.4km East of PR 233	11.3	**10.00**							
	N	634	In Roblin: Main Street	0.9	**1.28**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
SURFACE REHABILITATION												
	C	002	* PR 240--PTH 13	25.5	**26.52**							
	C	002	2.0km West of PTH 3--0.3km West of PTH 3	1.7	**1.05**							
	C	003	* PTH 31--1.9km West of PR 432	16.2	**10.50**							
	C	003	* PTH 23--0.7km South of PTH 13	14.4	**11.78**							
	C	006	* 0.4km North of PR 419-- South Jct PTH 68 (Lundar--Eriksdale)	19.6	**11.06**							
	C	009	0.1km North of PTH 101-- 1.7km South of PTH 27	7.6	**41.10**							
	C	012	1.8km North of PTH 52 (Park Road)--Seine River Diversion (N/B & S/B)	12.2	**11.00**							
	C	013	In Carman: PTH 3--5.0km North PTH 3	5.0	**3.83**							
	C	059	South Jct of PR 210--Floodway Bridge (N/B & S/B)	14.3	**8.80**							
	C	075	US Border--PR 201 (S/B) (various locations)	15.5	**2.50**							
	C	075	PR 201--South Jct PTH 23 (S/B) (various locations)	25.1	**2.00**							
	C	075	South Jct PTH 23--PR 205 (S/B) (various locations)	13.3	**2.50**							
	C	075	PR 205--PR 305 (S/B) (various locations)	14.0	**2.50**							
	C	101	North Perimeter: 0.3km North of PTH 1W-- 0.6km South of Selkirk Avenue (N/B & S/B)	4.7	**2.00**							
	C	190	PTH 101--Route 90 (Winnipeg) (N/B & S/B)	9.5	**1.50**							
	C	200	In St. Adolphe: 1.8km South of PR 210--PR 210 (N/B & S/B)	1.8	**3.70**							
	C	311	In Niverville: Krahn Road--6th Avenue South	2.5	**2.05**							
	W	001	* 3.4km West of PTH 83 (Hargrave)--PR 257 (E/B)	15.5	**14.85**							
	W	001	* 6.0km West of PTH 21--East Jct PR 250 (E/B)	23.0	**18.90**							
	W	001	0.3km West of West Jct of PTH 10-- 0.3km East of East Jct PTH 10	2.2	**7.05**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	W	003	Saskatchewan Boundary--South Jct PTH 83	24.9	**16.29**							
	W	005	PTH 23--PTH 2	21.6	**30.86**							
	W	005	PTH 2--15.0km North of PTH 2	15.0	**27.27**							
	W	005	15.0km North of PTH 2--PTH 1	26.0	**33.56**							
	W	010	0.2km South PTH 3--14.5km North PTH 3	14.7	**9.71**							
	W	010	PTH 1--PTH 25	14.8	**5.30**							
	W	018	North Limit of Killarney--PTH 23	22.5	**18.60**							
	W	021	US Border--3.0km South of PTH 3	19.5	**55.07**							
	W	021	North Jct PTH 3--PTH 23	21.3	**30.32**							
	W	023	West Jct PTH 18--PTH 5	25.3	**26.20**							
	W	023	PTH 5--PTH 34	39.4	**37.00**							
	W	023	South Jct PTH 10--West Jct PTH 18	26.4	**25.50**							
	W	024	North Jct PR 270--PTH 10	8.9	**3.50**							
	W	083	18.0km North of West Jct PTH 1--PR 355	23.5	**15.56**							
	W	083	PR 355--PTH 42	17.0	**33.00**							
	W	083	North Jct PTH 3--PR 345	16.1	**31.26**							
	W	083	PR 345--PTH 2	18.1	**31.68**							
	W	256	PR 257--PTH 1	15.8	**32.46**							
	W	270	PTH 1--PTH 25	14.8	**6.50**							
	N	005	PR 276--PTH 20	19.6	**13.00**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	N	005	PTH 20--PTH 10	20.3	**13.00**							
	N	005A	In Dauphin: Whitmore Avenue--Fourth Avenue South	0.8	**1.33**							
	N	006	* 0.4km North of North Jct PR 237-- 0.6km South of PR 239 (Moosehorn--North of Grahamdale)	16.0	**14.17**							
	N	006	0.6km South of PR 239--Fairford River	23.1	**10.10**							
	N	006	2.3km South of North Jct PR 325--North Jct PR 325	—	**4.52**							
	N	006	* South Jct PTH 68--North Jct PTH 68	10.6	**9.03**							
	N	010	PR 367--PR 271	13.7	**9.00**							
	N	039	PR 627 (Reed Lake)--PR 392	38.6	**19.60**							
	N	039	* PR 392--34.6km East of PR 392 (excludes new alignment)	26.0	**8.23**							
	N	083	17.7km North of PR 482--PTH 5 (Roblin)	17.1	**10.40**							
	N	326	PA 603--PR 329	10.9	**7.70**							
	N	373	Kistapanen Drive--Norway House Airport	8.5	**4.00**							
	N	375	PTH 6--Paint Lake	5.4	**3.38**							
	N	392	PTH 39--Snow Lake (various locations)	33.0	**9.64**							
			STRUCTURE									
	C	001	At Brokenhead River: 28.0km East of PTH 12 (W/B) (East of Richer)	—	**4.90**							
	C	001	At Assiniboine River: 0.8km West of East Jct PTH 26 (E/B)	—	**13.25**							
	C	001	At Symington Yard Overpass (East of Winnipeg)	—	**57.15**							
	C	008	At Grassmere Drain: 1.0km North of PTH 101 (N/B)	—	**4.50**							
	C	008	At Grassmere Drain: 1.0km North of PTH 101 (S/B)	—	**4.50**							
	C	008	At Parks Creek: 1.0km South of PTH 27	—	**5.75**							

Strategic Investment	Region	Hwy	**HIGHWAY INFRASTRUCTURE Projects > $1.0M** Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	C	012	At Cooks Creek: 12.0km North of PTH 1	—	**3.25**							
	C	012	At Fish Creek: 4.0km North of PTH 1	—	**3.00**							
	C	015	At Cooks Creek Drain: 7.4km West of PTH 15	—	**4.50**							
	C	023	At Drain: 4.3km East of PR 200	—	**2.60**							
	C	026	At Long Lake Drain: 0.2km East of PR 248	—	**5.00**							
	C	059	At Floodway: 4.5km North of PTH 101 (Vicinity of Birds Hill)	—	**66.80**							
	C	059	At Brokenhead River: 3.8km South of PR 319 (Vicinity of Scanterbury)	—	**13.85**							
	C	075	At Morris River: 0.6km North of PTH 23	—	**65.00**							
	C	100	South Perimeter: At Red River, 1.8km East of PTH 75	—	**110.00**							
	C	200	At Seine River Diversion: 2.4km North of PR 210	—	**23.00**							
	C	201	At Main Drain: 0.2km East of PR 200	—	**4.00**							
	C	201	At Roseau River: 3.1km East of PTH 59 (At Stuartburn)	—	**6.25**							
	C	201	At Harlow Drain: 4.5km East of PR 200	--	**2.90**							
	C	218	At Roseau River: 6.5km North of PR 201	—	**5.20**							
	C	227	At Sturgeon Creek (East Branch): 1.3km West of PTH 6 (Vicinity of Warren)	—	**2.50**							
	C	227	At Sturgeon Creek (West Branch): 5.4km West of PTH 6 (Vicinity of Warren)	—	**2.50**							
	C	248	At Assiniboine River: 0.3km South of PTH 26	—	**20.75**							
	C	313	At Rice Creek: 4.3km East of PR 315	—	**4.65**							
	C	314	At Manigotagan River: 10.7km South of PR 304 (Southeast of Bissett)	—	**4.51**							
	C	315	At Rice Creek: 0.6km North of PR 313	—	**2.80**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	W	001	Willow Creek: West Branch: 5.2km East of PTH 110 (W/B) (East of Brandon)	—	6.84							
	W	001	At South Boggy Creek: 1.1km East of PR 340 (W/B) (East of Douglas)	—	3.55							
	W	001	At Willow Creek: East Branch: 6.4km East of PTH 110 (W/B) (East of Brandon)	—	6.50							
	W	001	At La Salle River: 0.5km West of PR 248 (E/B) (Vicinity of Elie)	—	4.20							
	W	001	At La Salle River: 1.0km West of PR 430 (E/B)	—	4.30							
	W	001A	Portage la Prairie Bypass: 7.6km East of PR 305 (West of Portage la Prairie)	—	20.90							
	W	001A	At Interchange: 1.3km West of PTH 26 (Portage la Prairie)	—	11.50							
	W	005	At Assiniboine River: 11.1km North of PTH 2 (At Spruce Woods)	—	24.05							
	W	005	At North Snake Creek: 0.7km South of PR 352	—	3.50							
	W	005	At Epinette Creek: 15.0km South of PR 351	—	4.00							
	W	005	At Drain: 0.9km North of PTH 23	--	2.00							
	W	005	At Oak Creek: 3.5km South of PTH 23	--	3.00							
	W	005	At Pembina River: 4.6km South of PR 253	--	9.00							
	W	005	At McKinnon Creek: 3.2km North of PTH 50 (North of McCreary)	—	5.00							
	W	005	At Drain: 6.6km North of PTH 50 (North of McCreary)	—	3.25							
	W	010	* In Brandon: Daly Overpass (18th Street at CP Railway)	—	88.71							
	W	010	At Rolling River: 0.5km East of PTH 45 (North of Erickson)	—	5.40							
	W	016	At Birdtail Creek: 2.5km West of PR 472 (West of Shoal Lake)	—	5.50							
	W	016	At Whitemud River: 0.6km North of PR 242 (Vicinity of Westbourne)	—	3.40							
	W	021	At Ditch: 2.4km West of PTH 3	--	2.90							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	W	023	At Oak Creek: 3.8km East of PTH 5	—	1.50							
	W	023	At Creek: 5.3km West of PTH 5	—	3.10							
	W	034	At Assiniboine River: 12.2km North of PTH 2 (North of Holland)	—	30.41							
	W	034	At Squirrel Creek: 6.5km South of PTH 1 (South of Austin)	—	4.45							
	W	034	At Pine Creek: 12.2km North of PTH 1	--	6.30							
	W	034	At Pierce Drain: 15.3km North of PTH 1	--	5.20							
	W	034	At Golden Stream: 6.5km South of PTH 16	--	3.50							
	W	034	At Dead Lake Creek: 3.3km South of PTH 16	--	6.30							
	W	227	At Willowbend Creek: 2.8km East of PTH 16	—	3.80							
	W	305	At Assiniboine River: 13.3km South of PTH 1 (At Long Plain First Nation)	—	28.05							
	W	345	At Souris River:14.8km East of PTH 83	—	5.25							
	W	346	At Souris River: 7.0km North of PTH 23	—	6.00							
	W	450	At Canada Creek: 17.8km South of PTH 3 (Vicinity of Metigoshe)	—	2.00							
	W	654	Roseisle Access: At Roseisle Creek: 0.1km South of PR 245	—	2.45							
	N	010	At Woody River: 11.5km North of Swan River	—	9.35							
	N	010	At Duck River North: 0.5km North of PTH 20 (At Cowan)	—	10.50							
	N	017	At Broad Valley Drain: 0.7km North of PR 233 (Vicinity of Fisher Branch)	—	4.50							
	N	233	At Fisher River, East Branch: 0.8km West of PTH 17 (At Fisher Branch)	—	4.50							
	N	283	At Pasquia River: 0.8km West of PTH 10 (At The Pas)	—	10.70							
	N	328	At Waterhen River: 0.2km East of PR 276	—	16.85							
	N	373	At Nelson River: Ross Island Ferry Landing (Sea Falls) (**subject to cost share)	—	TBD							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	N	392	At Hayward Creek: 5.2km North of PTH 392	—	**4.90**							
	N	392	At Snow Creek: 0.5km North of PR 395 (Vicinity of Snow Lake)	—	**2.60**							
	N	484	At Big Boggy Creek: 4.8km North of PTH 5 (RM of Roblin)	—	**2.30**							
	N	610	Ethelbert Access: At Fork River, 1.3km East of PTH 10	—	**3.55**							
	N	WR	At Lawford River: Servicing Oxford House, Gods Lake, Gods River, Red Sucker Lake and Garden Hill	—	**2.50**							
STRUCTURE REHABILITATION												
	C	001	At Falcon Lake Access: At PR 301	—	**1.75**							
	C	001	At Falcon Lake Road (PR 301 Overpass): 8.6km East of PR 301	—	**1.75**							
	C	001	At PTH 44: West Hawk Lake	—	**1.75**							
	C	011	At Whitemouth River: 3.2km West of PTH 44 (South of Whitemouth)	—	**4.00**							
	C	011	At Whitemouth River: 0.2km North of PTH 15 (At Elma)	—	**3.00**							
	C	044	At CNR Overhead: 10.0km West of PR 307	—	**2.30**							
	C	100	South Perimeter: At Red River, 1.8km East of PTH 75	—	**6.73**							
	C	200	At Floodway: 4.4km South of PTH 100	—	**32.24**							
	C	204	At Red River (Selkirk): 0.4km East of PTH 9A	—	**28.50**							
	C	209	At Roseau River: 5.0km South of PR 201 (At Gardenton)	—	**1.18**							
	C	305	At Red River: 0.5km East of PTH 75 (Ste Agathe)	—	**37.50**							
	C	307	At Whitemouth River: 2.1km East of PTH 11 (West of Seven Sister Falls)	—	**8.00**							
	C	435	At Brokenhead River: 4.3km East of PTH 12	—	**1.40**							
	W	005	At Badger Creek: 3.9km North of PTH 3 (North of Cartwright)	--	**1.00**							
	W	020	At Pine River: 0.3km East of PR 272	—	**6.00**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	W	021	At Drain: 0.5km South of PR 259	—	**2.10**							
	W	042	At Snake Creek: 2.2km East of PR 568	—	**2.60**							
	W	068	Lake Manitoba Narrows: 10.9km West of PR 325	—	**25.00**							
	W	240	In Portage la Prairie: At CNR/CPR: 0.6km North of PTH 1A	—	**21.50**							
	W	242	At Pembina River: 0.8km South of PTH 3 (Vicinity of La Riviere)	—	**7.50**							
	W	253	At Pembina River: 12.0km West of PTH 3 (West of Pilot Mound)	—	**1.65**							
	W	326	At Icelandic River: 0.4km North of PTH 68 (Arborg)	—	**3.25**							
	W	391	At Churchill River: 3.0km North of PR 493 (Vicinity of Leaf Rapids)	—	**6.05**							
	N	005	At Lake of the Prairies: 12.6km West of PTH 83 (West of Roblin)	—	**17.47**							
	N	391	At Burntwood River: 3.0km North of PTH 6 (Thompson)	—	**36.00**							
GRADE IMPROVEMENTS												
	C	001	At Hamilton Creek: 1.0km West of PR 301	0.9	**6.16**							
	C	011	At 12.4km North of South Jct of PTH 44 (Hill Top Slide)	0.5	**4.20**							
	C	075	0.5km South of Morris--Morris	0.5	**7.00**							
	C	100	South Perimeter Service Road: PTH 2--PR 330	4.1	**6.85**							
	C	100	South Perimeter Service Road (Prairie Grove Road): PTH 59--Plessis Road	1.0	**4.10**							
	C	204	At 3.9km North of PTH 101	0.2	**2.29**							
	C	204	PR 509--0.9km North of PR 509	0.9	**3.03**							
	W	034	9.2km North of PTH 2--10.7km North of PTH 2	1.5	**7.61**							
	N	006	At Grahamdale	—	**4.15**							
	N	039	PR 616--PR 627 (Gyles Access--Reed Lake)	40.8	**3.00**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE **Projects > $1.0M** Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	N	234	37.6km North of PTH 8--89.9km North of PTH 8 (Beaver Creek--Island View Landing)	52.3	**2.25**							
	N	280	12.0km East of PR 391-- 22.0km East of PR 391 (KM 12--KM 22)	10.0	**8.00**							
	N	280	PR 391--12.0km East of PR 391 (KM 0--KM 12)	12.0	**13.13**							
	N	287	PR 384--5.9km East of PR 384	5.9	**5.63**							
	N	328	20.7km East of PR 276--22.6km East of PR 276	1.9	**1.24**							
	N	329	PTH 8--1.0km East of PTH 8	1.0	**1.80**							
	N	391	41.5km South of PR 493-- PR 493 (various locations)	41.5	**3.19**							
	N	513	68.0km East of PTH 6--68.6km East of PTH 6	0.6	**4.05**							
	N	800	Moose Lake Road (IRNR)		**3.80**							
	N	WR	War Lake--PR 280 (Relocation)	47.0	**1.00**							
	N	WR	PR 280--Shamattawa (Relocation)	38.0	**1.00**							
INTERSECTION IMPROVEMENTS												
	C	001	At PR 207 (Deacon's Corner)	—	**9.86**							
	C	001	John Blumberg--Coverall (Husky Station)	—	**1.93**							
	C	002	At PTH 13	—	**5.00**							
	C	008	* At Emes Road	—	**1.06**							
	C	012	In Steinbach: At Loewen Boulevard	—	**4.15**							
	C	012	At PR 210	—	**5.00**							
	C	014	At PTH 32	—	**10.00**							
	C	014	0.5km East of PTH 32--1.9km East of PTH 32	2.4	**10.00**							
	C	015	In Anola: At PTH 12	—	**3.34**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	C	067	At North Jct PR 236	—	2.00							
	C	075	At PR 305	—	5.00							
	C	100	South Perimeter: Safety Plan	—	19.00							
	C	101	North Perimeter: Safety Plan	—	44.04							
	C	206	At PR 311	—	2.12							
	C	213	At 4.4km East of PTH 59 (Pineridge Road)	—	2.80							
	C	213	At 6.0km East of PTH 59 (Heatherdale Road)	—	2.80							
	C	213	At PR 207	—	2.80							
	C	215	In Beausejour: 7.2km East of PTH 12--PTH 44	—	8.26							
	C	241	At PR 334	—	4.50							
	C	311	* In Niverville: At Mulberry Avenue & Dover's Run	—	1.94							
	W	001	Saskatchewan Boundary-- PTH 34 (various locations)	—	5.42							
	W	001	* At Simplot Road (Vicinity of PTH 16 & PR 305)	—	2.00							
	N	010	In Swan River: At PTH 83	—	1.11							
	N	068	At PTH 5	—	2.20							
	N	391	At Thompson Airport Access Road (Includes Access Road)	0.7	4.50							
SURFACE PRESERVATION												
	C	001	0.5km East of Brokenhead River--PTH 11 (E/B)	26.3	2.40							
	C	001	PTH 12--Brokenhead River (E/B)	28.5	2.97							
	C	001	PR 308--12.6km East of PR 308 (W/B)	13.0	1.33							
	C	003	PTH 14--PTH 23	20.1	2.13							

Strategic Investment	Region	Hwy	**HIGHWAY INFRASTRUCTURE Projects > $1.0M** Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
↻	C	006	PTH 67--PR 415	44.8	**4.64**							
↻	C	006	PR 415--10.0km North of PR 415	10.0	**1.14**							
↻	C	007	PR 236--PR 231	47.3	**3.04**							
↻	C	009	3.0km North of Clandeboye Road--PTH 17	13.4	**1.32**							
↻	C	012	Seine River Diversion--PTH 1 (N/B & S/B)	5.6	**1.13**							
↻	C	013	3.4km North of RM of Portage la Prairie--PTH 1	14.1	**1.60**							
↻	C	067	PTH 6--South Jct of PR 236	14.8	**1.08**							
↻	C	100	South Perimeter: PTH 1W-- Kenaston Blvd (various locations)	—	**10.00**							
↻	C	100	South Perimeter: Kenaston Blvd-- PTH 1E (various locations)	—	**10.00**							
↻	C	101	North Perimeter: PTH 1W--PTH 8 (various locations)	—	**10.00**							
↻	C	101	North Perimeter: PTH 8--PTH 1E (various locations)	—	**10.00**							
↻	C	204	2.9km North of PTH 101 (Hoddinot Road)-- PTH 44	14.6	**2.80**							
↻	C	207	2.7km West of PR 206--West Jct of PTH 1	13.5	**1.63**							
↻	C	213	PTH 59--PR 206	9.3	**1.21**							
↻	C	230	PTH 8--PTH 9	10.5	**1.25**							
↻	C	245	West Jct PR 240--PTH 13	25.6	**4.00**							
↻	C	304	PTH 11--0.4km East of Manigotagan	70.3	**3.19**							
↻	C	308	PTH 12--35.4km North of PTH 12 (Moose Lake Road)	35.4	**1.61**							
↻	C	408	4.0km South of PR 307-- PR 307 (Seven Sisters Falls)	4.0	**1.00**							
↻	C	433	Lee River Road-- Cape Copper Mine Development	9.3	**15.90**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	W	001	PTH 34--1.0km West of PTH 16 (W/B)	34.0	**2.57**							
	W	001	PTH 5--PTH 34 (W/B)	21.8	**2.39**							
	W	001	East Jct PR 351--PTH 34 (E/B)	13.7	**1.60**							
	W	001	West Jct PR 351--PTH 5 (E/B)	15.0	**6.41**							
	W	001	PR 257--East Jct Oak Lake (E/B)	29.5	**5.30**							
	W	001	East Jct PR 250--West Jct PTH 10 (E/B)	22.9	**5.40**							
	W	001	East Jct PR 254--6.1km West of PTH 21 (E/B)	8.2	**7.05**							
	W	002	PTH 18--1.8km West of PTH 34	54.2	**5.54**							
	W	003	East Jct PR 254--South Jct PTH 21	21.3	**1.28**							
	W	003	Saskatchewan Boundary--PTH 83	23.7	**1.38**							
	W	003	PTH 5--South Jct PTH 34	29.5	**3.21**							
	W	003	PR 528--PTH 31	7.8	**3.55**							
	W	005	West Jct PTH 16--15.0km North of PTH 16	15.0	**1.64**							
	W	006	Wabowden Access--Sasagiu Rapids	28.4	**15.70**							
	W	010	0.4km North of PTH 24-- 4.5 km North of PTH 25	15.7	**1.48**							
	W	010	PTH 24--0.8km North of South Jct PTH 16	16.4	**2.00**							
	W	010	South Jct PTH 23--South Jct PTH 2	22.2	**6.36**							
	W	010	11.6km North of North Jct PTH 16--PTH 45	19.0	**4.96**							
	W	010	PTH 45--2.6km North of PR 354	13.6	**4.09**							
	W	010	South Jct PTH 16--North Jct PTH 16	6.3	**3.15**							

Strategic Investment	Region	Hwy	**HIGHWAY INFRASTRUCTURE Projects > $1.0M** Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
✓	**W**	016	East Jct PTH 5--PTH 34	36.9	**3.35**							
✓	**W**	016	PR 264--PTH 42	16.1	**1.28**							
✓	**W**	016	West Jct PR 250--PTH 10	24.6	**2.33**							
✓	**W**	016	PR 475--South Jct PTH 83	6.8	**1.02**							
✓	**W**	016	At North Jct of PTH 10 (Minnedosa Rest Area)	1.0	**1.09**							
✓	**W**	016A	In Minnedosa: 1st Street SW--PR 355	2.3	**1.08**							
✓	**W**	041	PR 545--PTH 42	9.1	**2.75**							
✓	**W**	042	PR 472--6.1km East of PR 472	6.1	**1.95**							
✓	**W**	045	PTH 16--7.3km East of PR 476	26.8	**14.00**							
✓	**W**	250	PTH 1--8.0km North of PTH 1	8.0	**1.60**							
✓	**W**	253	PTH 18--PTH 5	25.6	**1.49**							
✓	**W**	457	0.5km East of PTH 110--0.5km West of PR 468	2.0	**1.36**							
✓	**W**	627	PTH 2--0.8km South of PTH 2 (Broadway Avenue)	0.8	**1.03**							
✓	**W**	678	In Virden: King Street, Thomas Drive & 7th Avenue	1.6	**2.02**							
✓	**N**	006	North Jct of PTH 68--South Jct of PR 325	26.0	**2.02**							
✓	**N**	006	Devils Lake--7.2km South of PTH 60	59.8	**2.78**							
✓	**N**	006	PR 373--Wabowden Access	17.1	**1.64**							
✓	**N**	006	5.8km North of PTH 60--Grand Rapids Drive	27.3	**1.44**							
✓	**N**	006	Williams River--Hargrave River	56.7	**3.20**							
✓	**N**	010	PR 271--PTH 20 (Pine River--Cowan)	30.6	**6.10**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE Projects > $1.0M Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	N	010	0.8km North of PTH 77-- 14.8km North of Overflowing River	67.5	**3.17**							
	N	010	North Jct of PTH 10A--North Jct of PR 268	35.3	**1.49**							
	N	010	6.0km West of Sherridon Road-- West Jct of PTH 10A	30.1	**1.79**							
	N	016	PTH 50--3.8km North of PTH 1	24.5	**1.84**							
	N	020	* PR 271--PR 272	24.1	**4.45**							
	N	083	PTH 16--PR 264	10.0	**1.06**							
	N	327	PTH 60--Easterville	21.2	**1.34**							
	N	373	Minago River--Spiwesk Lake Access	48.8	**2.85**							
	N	373	Sea Falls--PR 374	34.7	**2.05**							
	N	374	PR 373--14.0km North of PR 373	14.0	**24.23**							
	N	391	PR 280--Nelson House Access	64.0	**8.05**							
CULVERT IMPROVEMENTS												
	C	428	0.8km North of PTH 14--6.4km North of PTH 14	5.6	**1.00**							
	N	493	PR 391 (Leaf Rapids)--Ruttan Mine Access	22.2	**2.50**							
FLOOD RESTORATION - STRUCTURE												
	W	003	* At Souris River: 0.7km East of North Jct of PTH 83 (Vicinity of Melita)	—	**10.77**							
FLOOD RESTORATION - STRUCTURE REHABILITATION												
	N	010	* At Bell River: 17.1km South of PTH 77	—	**3.50**							
FLOOD RESTORATION - CULVERT IMPROVEMENTS												
	W	440	* At Pilot Creek: 2.1km North of PR 253	—	**1.00**							
	N	068	* At PTH 7 (Arborg)	0.1	**2.00**							
	N	366	* At Roaring River: 22.3km South of PR 366	—	**1.25**							

Strategic Investment	Region	Hwy	HIGHWAY INFRASTRUCTURE **Projects > $1.0M** Project Description * = cost share	KM	ESTIMATED COST ($ Millions)	Prior to 2023	2023/24	2024/25	2025/26	2026/27	2027/28	Continuing Beyond 2027/28
	N	366	* At West Favel River: 10.9km South of PR 366	—	**1.70**							
	N	367	* At Garland Creek: 0.1km West of PTH 10	—	**2.50**							
	N	367	* At Garland Creek: 10.4km West of PTH 10	—	**2.50**							
FLOOD RESTORATION - GRADE IMPROVEMENTS												
	N	224	* PR 325--Lake Winnipeg	44.6	**1.50**							

Notes

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For more information:
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