

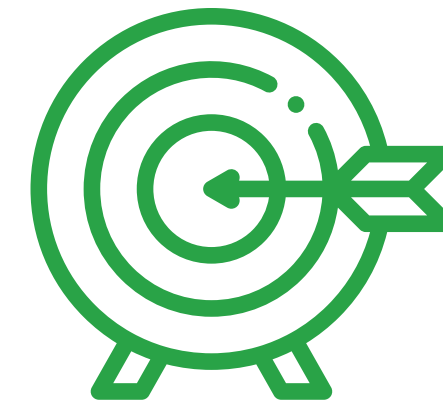
THE

North Perimeter (PTH 101) Highway Design Study

Phase 3 Engagement - EngageMB Survey

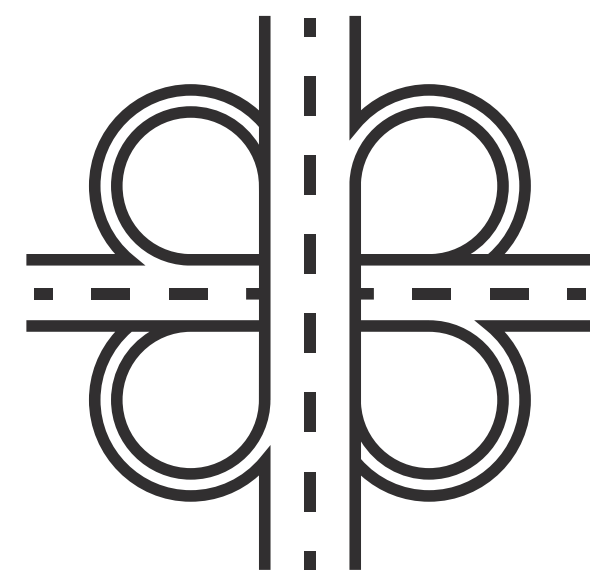
Winter 2025



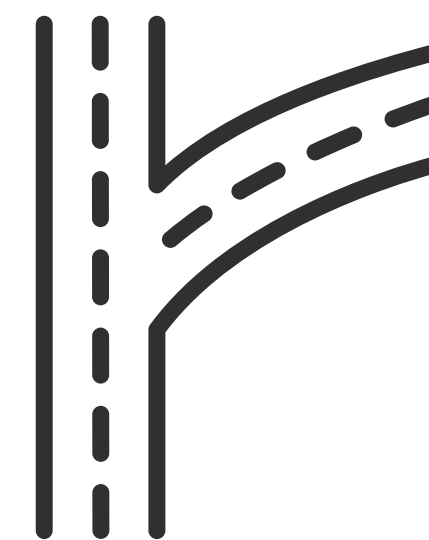


Purpose

To develop a plan that will accommodate the future development of the North Perimeter Highway into a **fully access-controlled, grade-separated freeway that can ultimately accommodate six lanes.**



The PTH 101 redesign, once constructed, will create a **modern freeway facility.**



The design provides **highway access via grade separated interchanges** with service roads at certain locations to accommodate access to fronting developments.

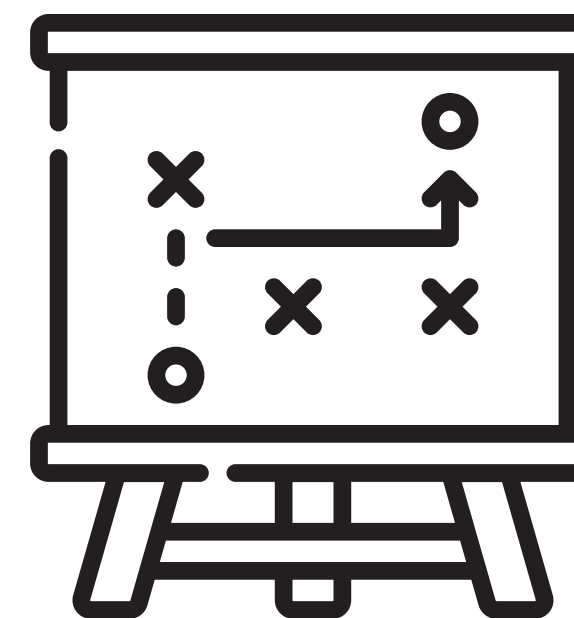


The study was initiated due to **existing highway safety, operations, and condition issues.**

The **intent** of phase 3 engagement and EngageMB survey is to:



Inform you how **your feedback was integrated** into the design, where possible.



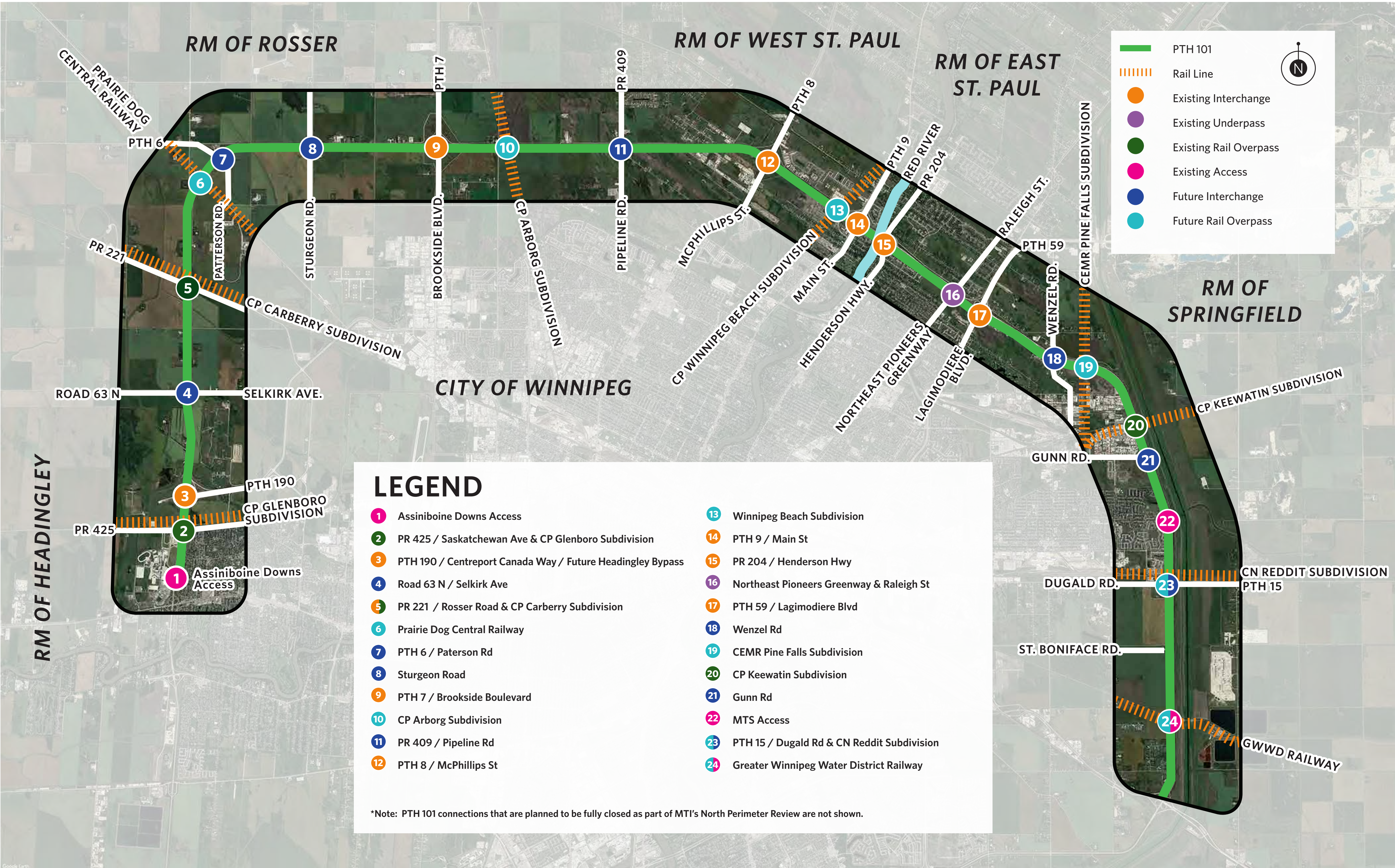
Present the **preferred highway and interchange designs** for PTH 101.



Offer an opportunity for you to **provide feedback** on the designs and **ask questions** of the design team.

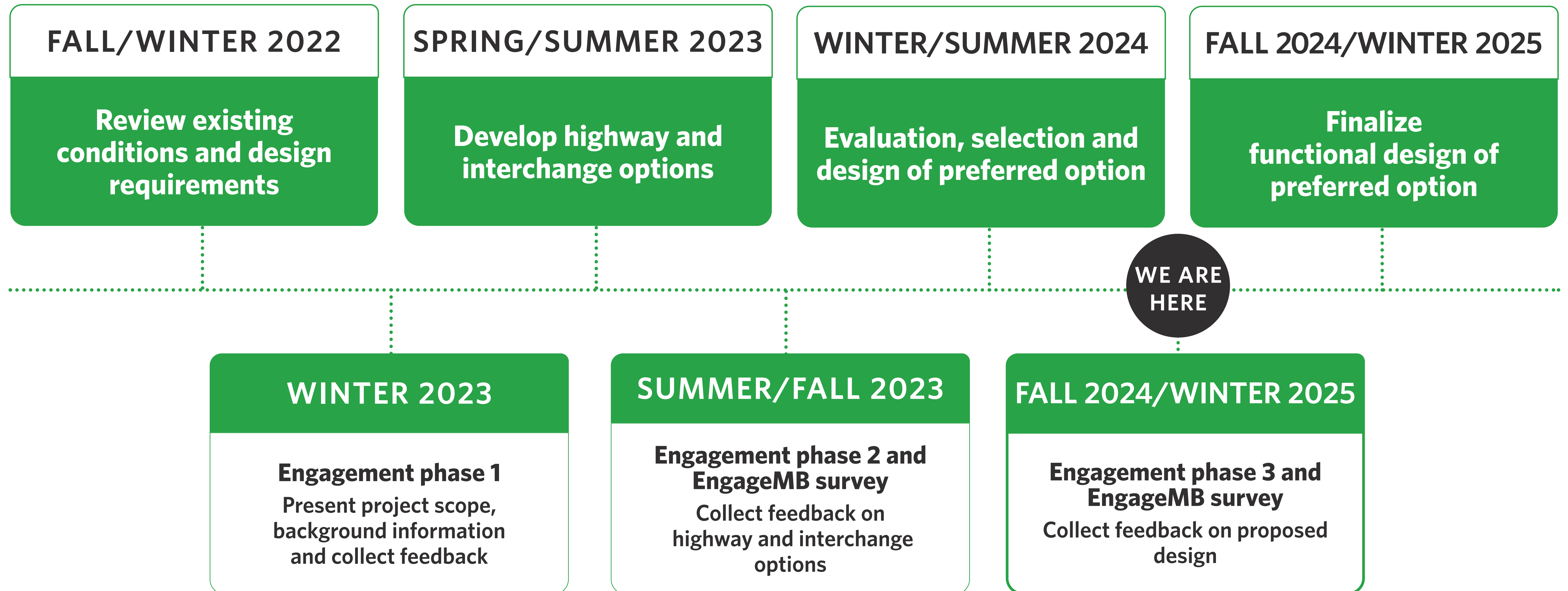
Study Area

The North Perimeter (PTH 101) Highway Design Study



Timeline

The North Perimeter (PTH 101) Highway Design Study



The functional design study will take approximately two years to complete.

A functional design study is an early phase of the design process in which the road right-of-way and roadway layout are established based on projected travel patterns and demand. Functional designs are informed by both technical studies and public input and feedback throughout the process.

What We Heard

The North Perimeter (PTH 101) Highway Design Study

During phase 2 engagement, the **project team met with Indigenous Rights Holders, municipalities and stakeholders** to present highway and interchange options for PTH 101 and gather feedback on the options.

The engagement activities facilitated during phase 2 of public engagement included:



Stakeholder meetings with **associated municipalities** (six meetings in total).



Meetings with a **variety of stakeholders and landowners** (nine meetings in total) and meetings with **Indigenous Rights Holders**.



Virtual engagement on MTI's website and EngageMB website.



A project **newsletter** distributed to landowners in the vicinity of the study area.

During phase 2, we hosted two public **open houses**.

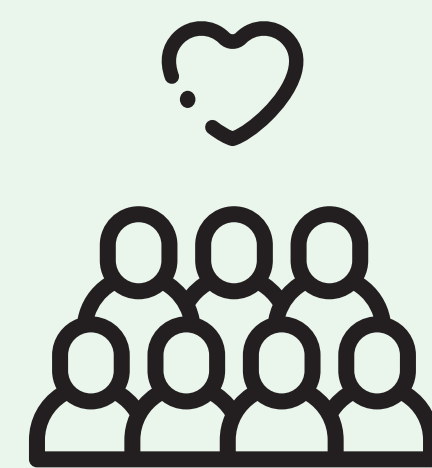


What We Heard

The North Perimeter (PTH 101) Highway Design Study

Specific themes based on the feedback received include:

That **safety concerns** be addressed, such as prioritizing emergency access and truck movement.



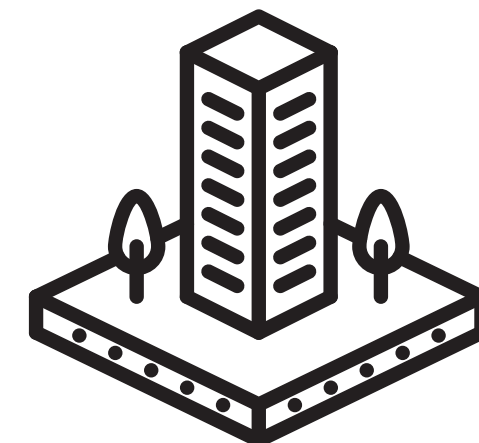
That accommodation for **active transportation** is integrated in the designs.



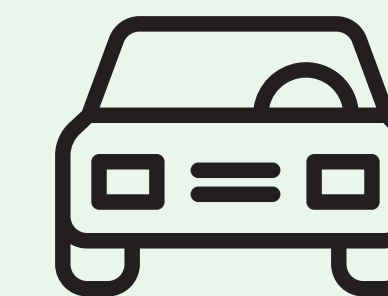
That **local environmental conditions** are prioritized, while addressing sustainability concerns.



That **alternative access** options be considered for properties and businesses located on the highway.



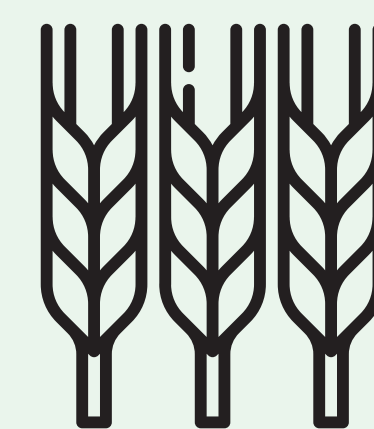
That **traffic volume** is managed efficiently.



That **noise mitigation** measures be considered where warranted, based on technical analysis.



That impact on **adjacent land** is minimized to reduce farmland fragmentation.



That the designs accommodate **clearance** for oversized vehicles, and agricultural vehicles.



That **interchanges** be prioritized at various locations (i.e. Dugald Road and Pipeline Road) due to safety concerns.



The project team designed and evaluated the interchange and highway options presented in phase 2 engagement based on the following criteria:



Engineering and Transportation

CRITERIA

- Safety (private vehicles, trucks and pedestrians/cyclists)
- Geometry
- Utilities
- Ease of construction and staging
- Traffic operations



Community/Social Economic Impacts

CRITERIA

- Minimize land acquisition/severance
- Access impacts (businesses and other properties)
- Pedestrian/cycling accommodation
- Community impacts



Cost Factors

CRITERIA

- Cost of construction
- Right-of-way acquisition cost

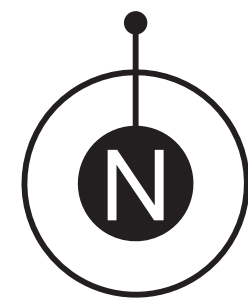


Environmental Impacts

CRITERIA

- Noise impacts
- Natural environment
- Habitat impact
- Heritage resources impact

SEGMENT 1

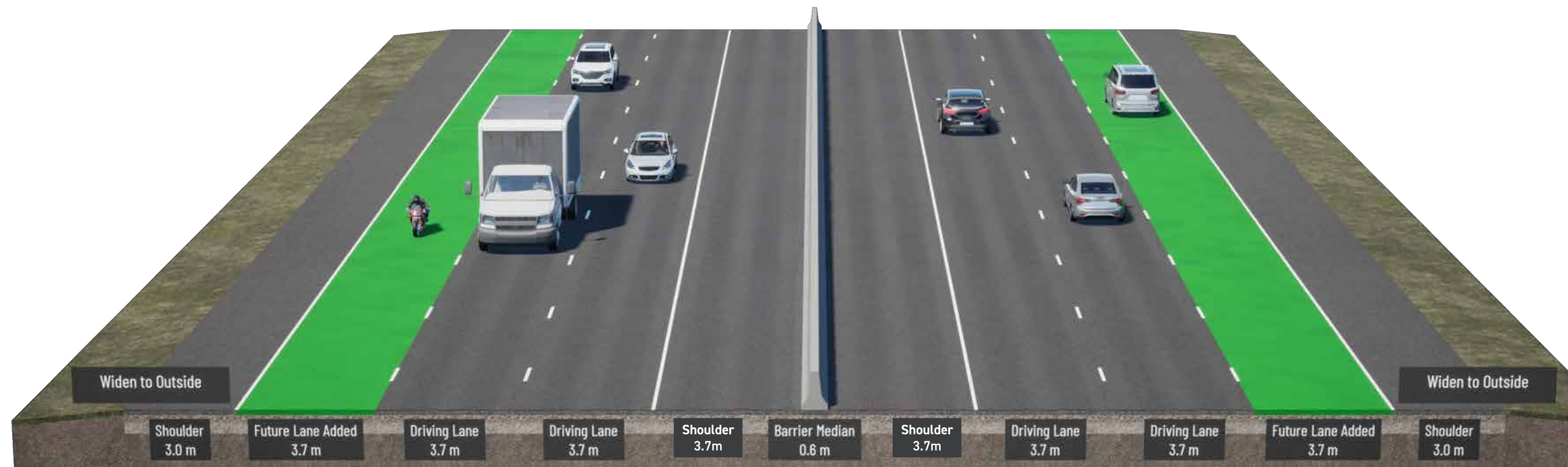
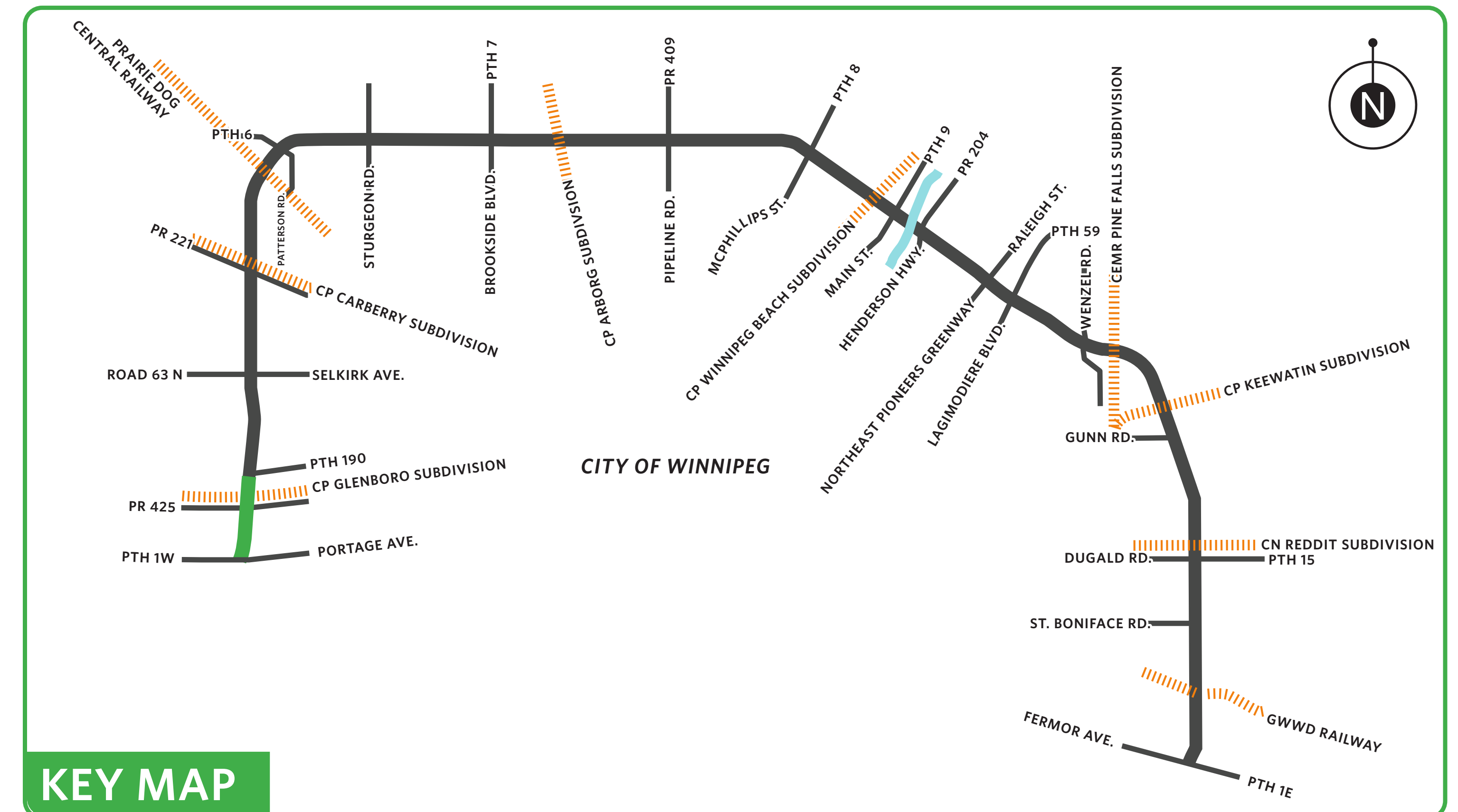


PTH 101 Alignment

The North Perimeter (PTH 101) Highway Design Study

PTH 1 West (Portage Avenue) to PTH 190 (CentrePort Canada Way)

**Expressway section with median barrier
with future lanes added to the outside.**



Southbound PTH 101

Northbound PTH 101

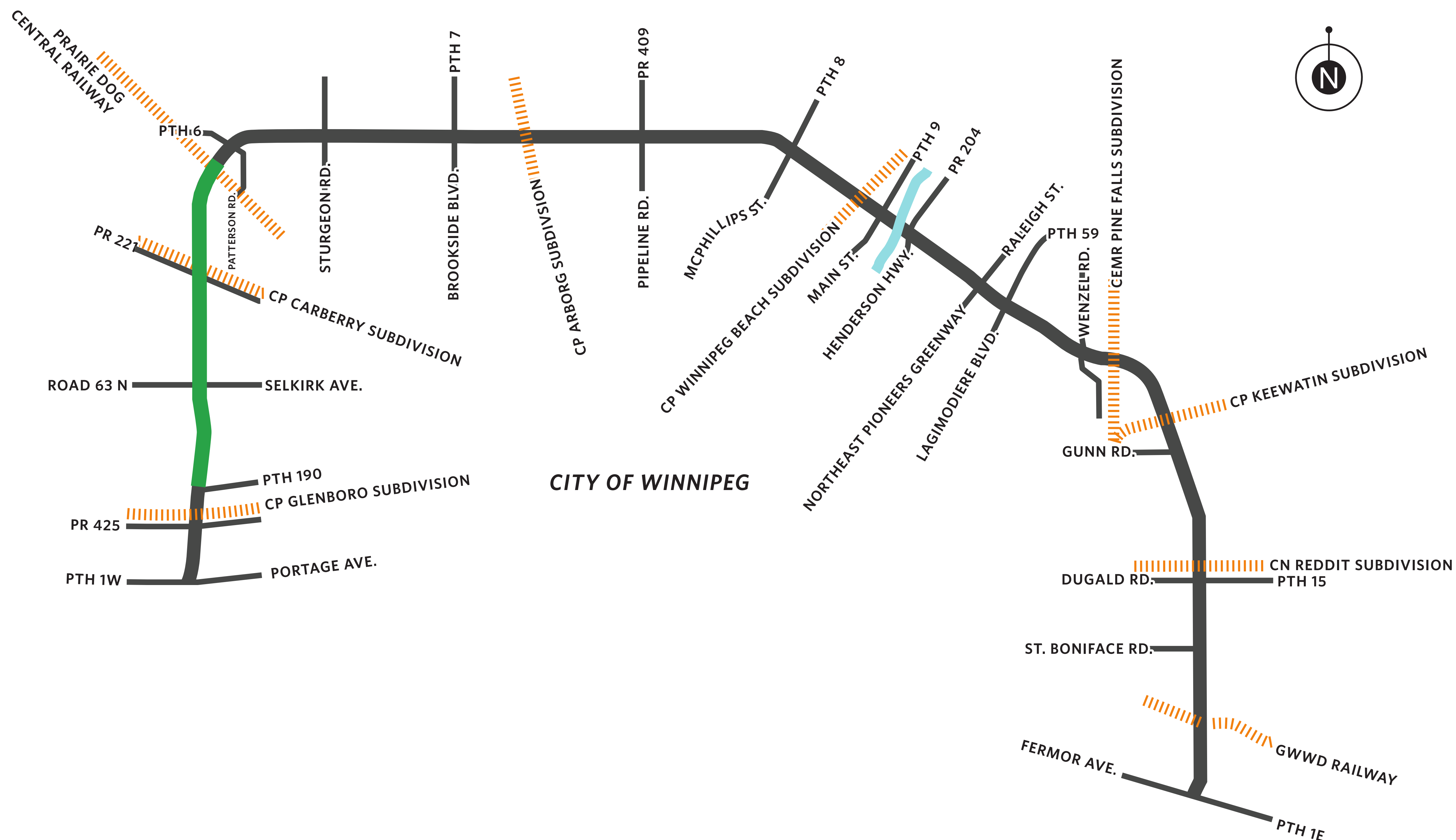
Typical PTH 101 six-lane cross-section (future lanes added to the outside)



Assiniboia Downs

- The existing PTH 101/Assiniboia Downs access will be closed as soon as practical. New upgraded access to be provided from Saskatchewan Avenue.
- A total of three access points to Assiniboia Downs will remain – Race Track Road, Festival Drive and Saskatchewan Avenue.

PTH 190 (CentrePort Canada Way) to Prairie Dog Central Railway

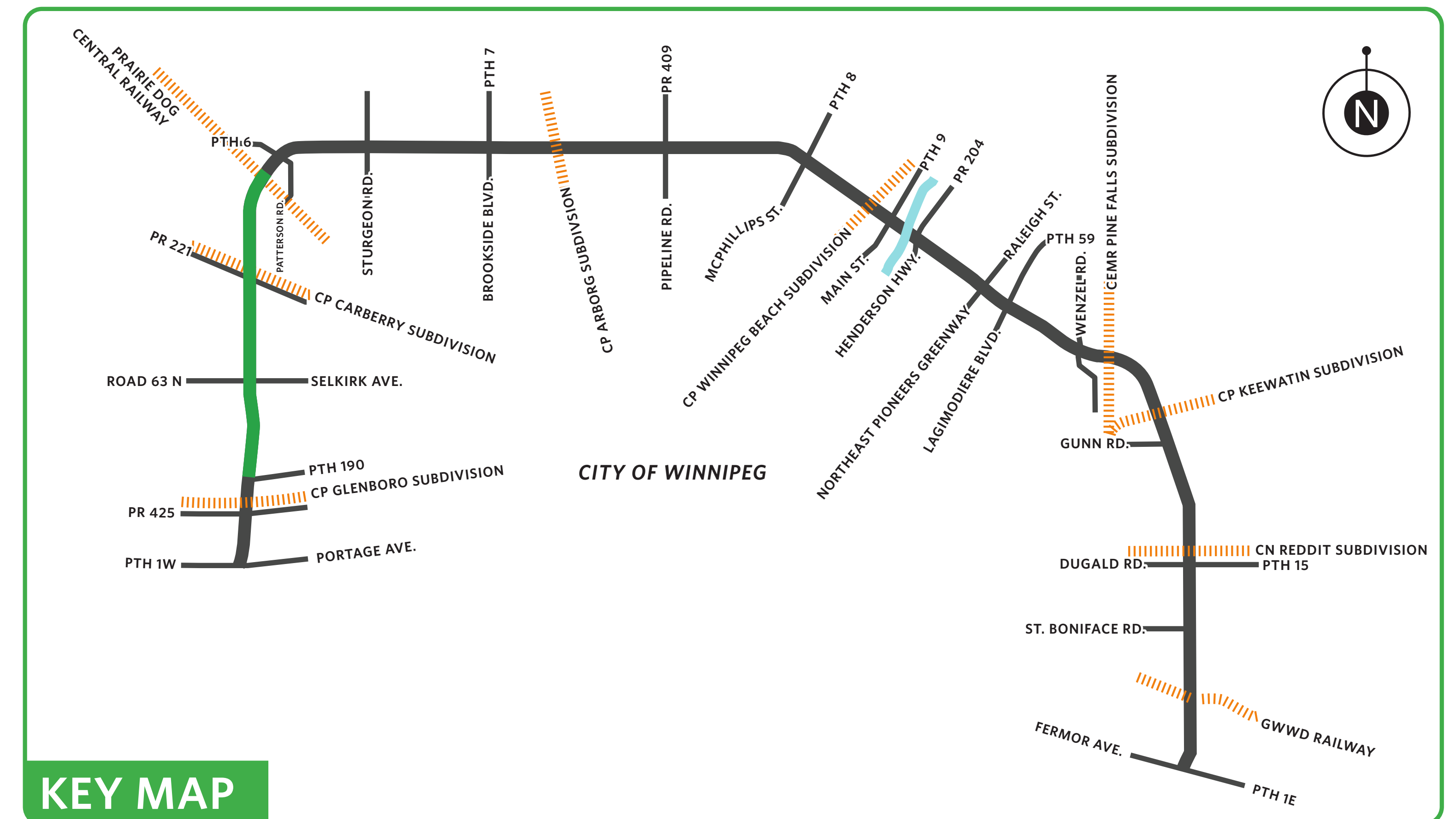


PTH 101 Alignment

The North Perimeter (PTH 101) Highway Design Study

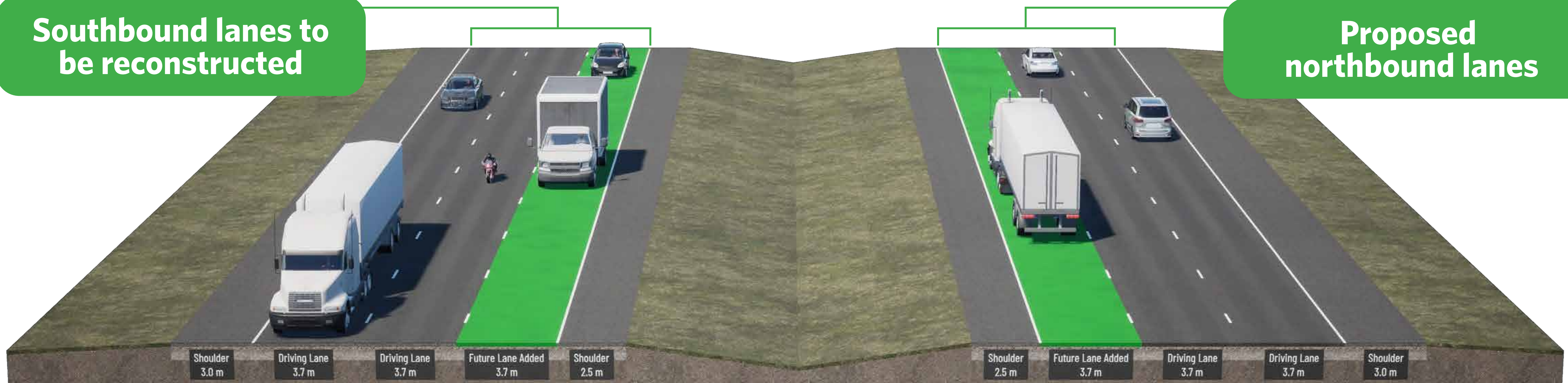
PTH 190 (CentrePort Canada Way) to Prairie Dog Central Railway

Expressway section with depressed median with service roads where required (road alignment to be shifted east).



Southbound lanes to be reconstructed

Proposed northbound lanes



Southbound PTH 101

Northbound PTH 101

Typical PTH 101 six-lane cross-section (future lanes added to the inside)

Partial Cloverleaf at PR 221

- Selkirk Avenue closed
- Interchange with elongated loops to meet current standards
- Can be staged to use current overpass in interim
- Accommodates oversized vehicles
- Need to upgrade service roads to Selkirk Avenue

This design requires the least amount of property acquisition, has the best forecast traffic operations, and maintains connectivity through PR 221. The design combines the interchange with the rail overpass and therefore eliminates a second overpass on PTH 101.

LEGEND-PLAN:

EXISTING PROPERTY LINE

PROPOSED PROPERTY LINE

RAIL

RETAINING WALL

DIRECTION OF TRAVEL

ROAD CLOSURE

MULTI-USE TRAIL

SERVICE ROAD

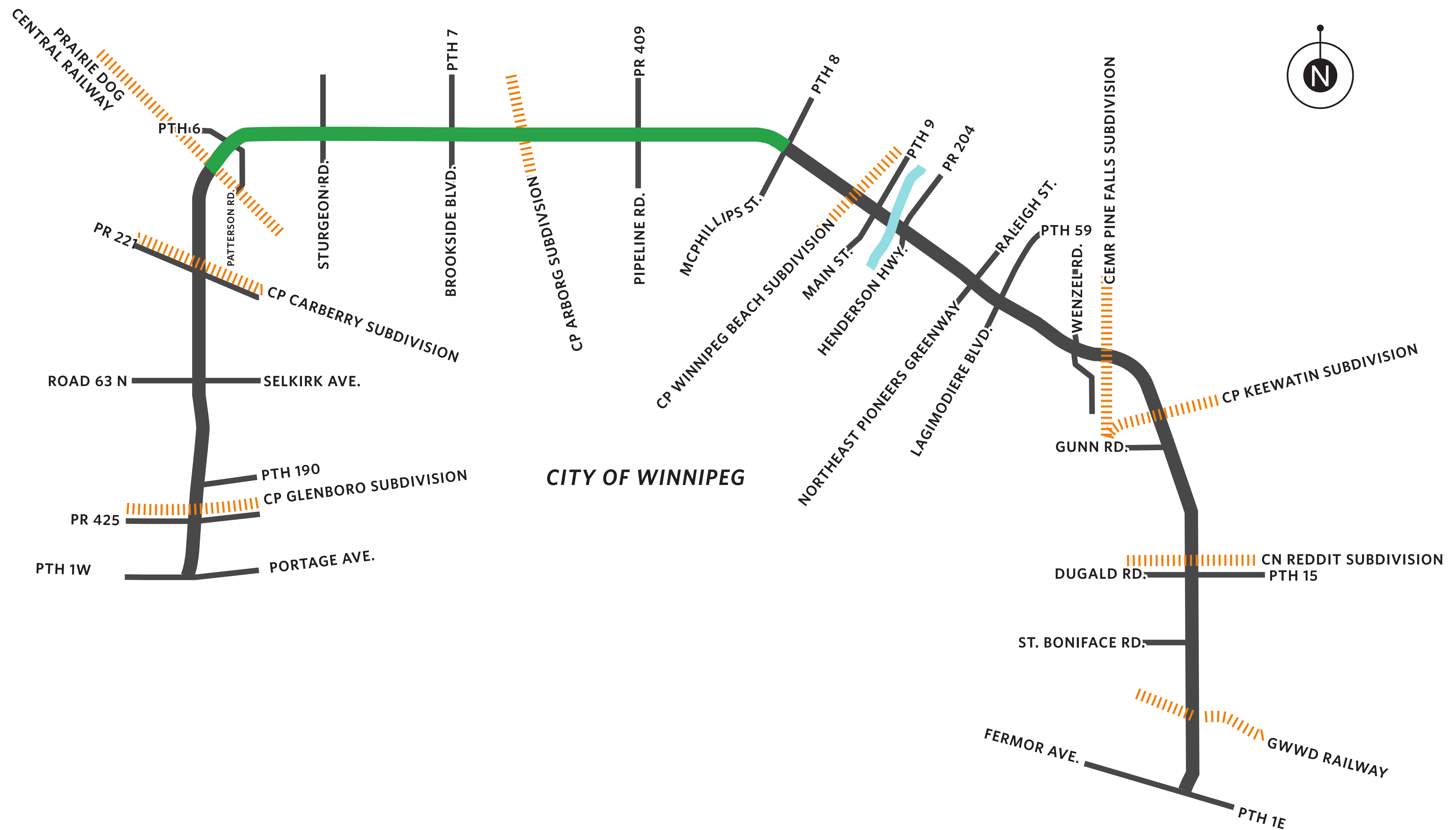
PROPOSED ROAD

NOISE MITIGATION

Future
Extension

CP Carberry Subdivision

Prairie Dog Central Railway to PTH 8 (McPhillips Street)

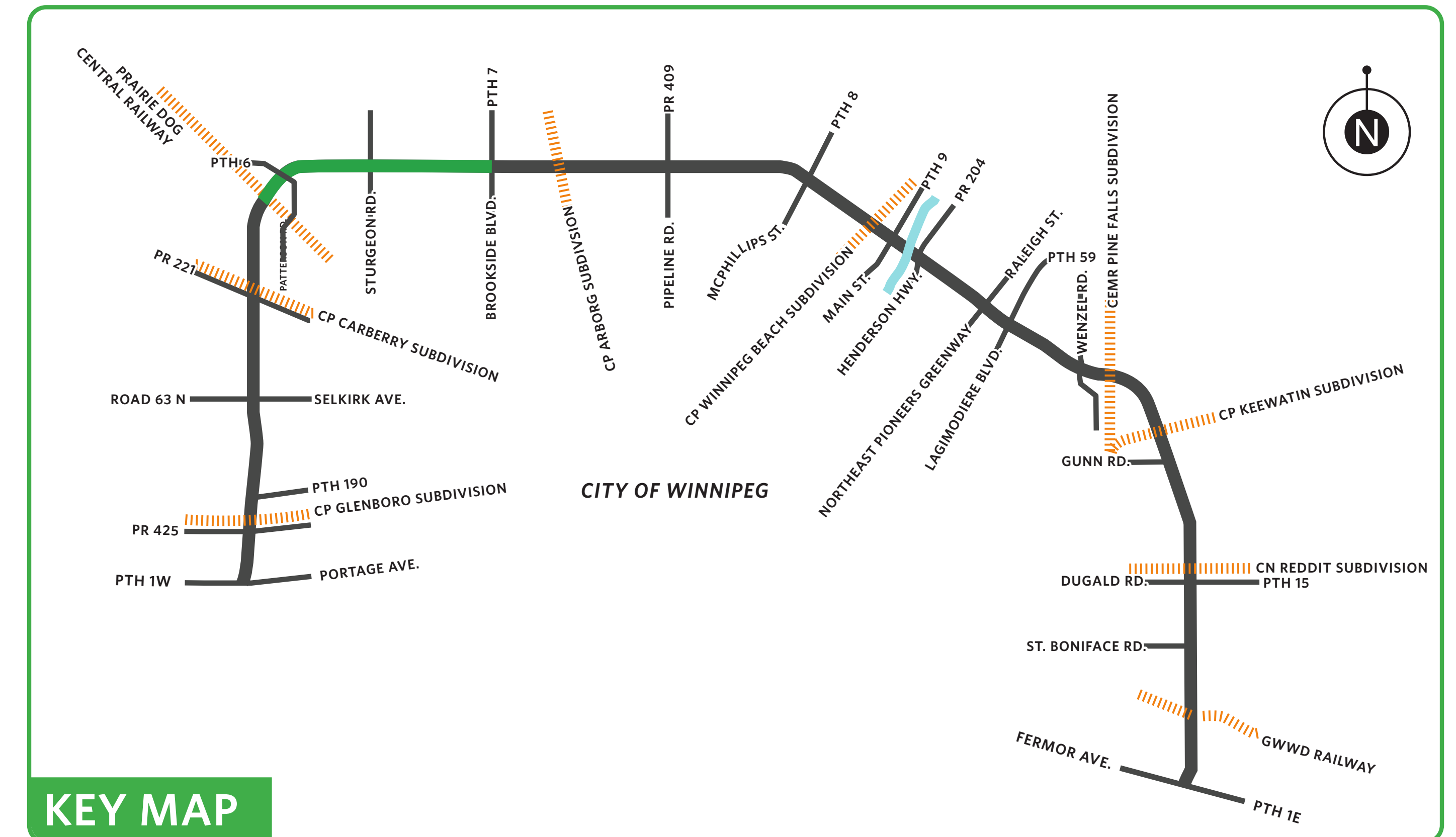


PTH 101 Alignment

The North Perimeter (PTH 101) Highway Design Study

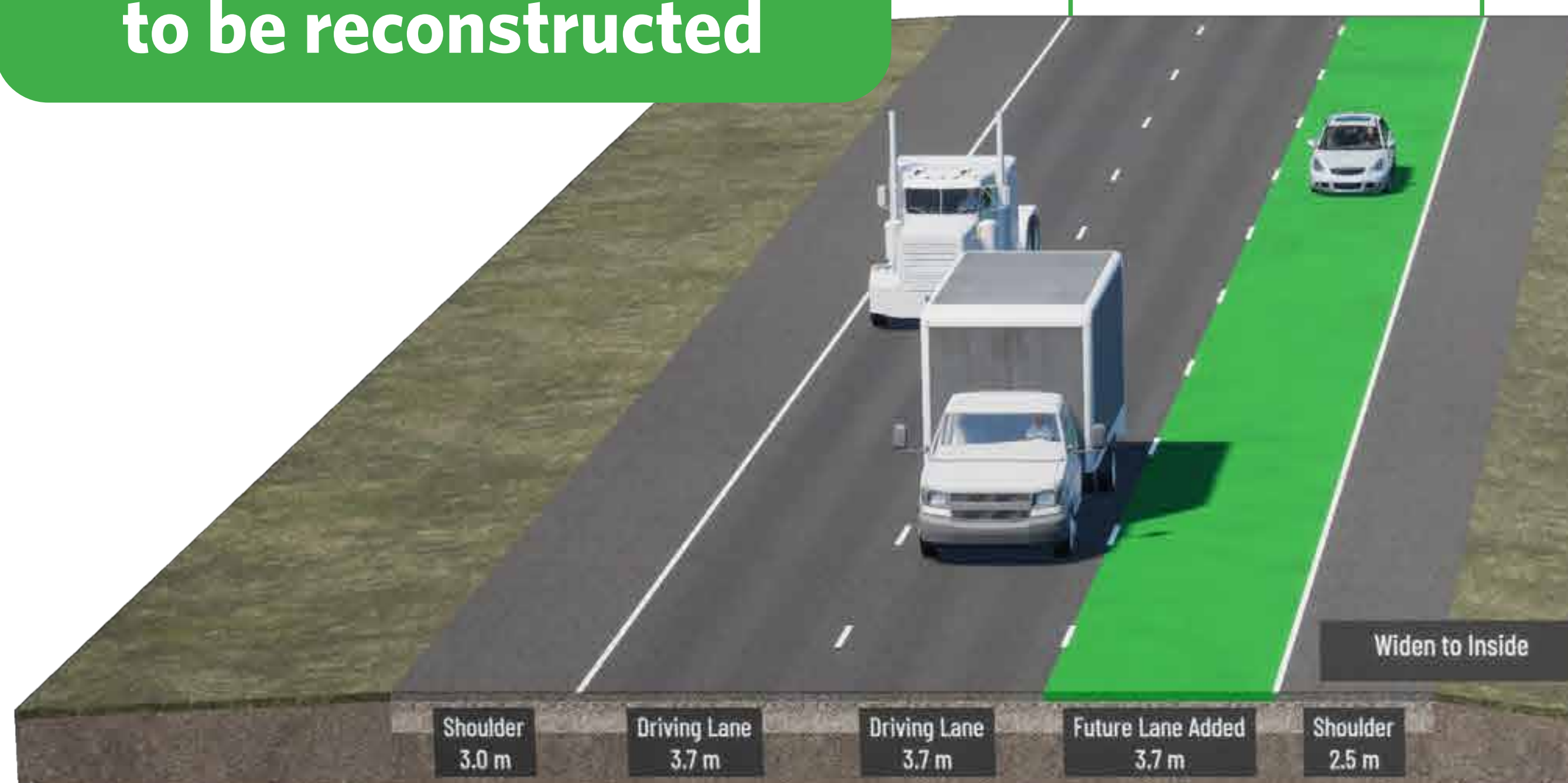
Prairie Dog Central Railway to PTH 7 (Brookside Boulevard)

Expressway section with depressed median
with service roads provided on each side
(road alignment shifted south).



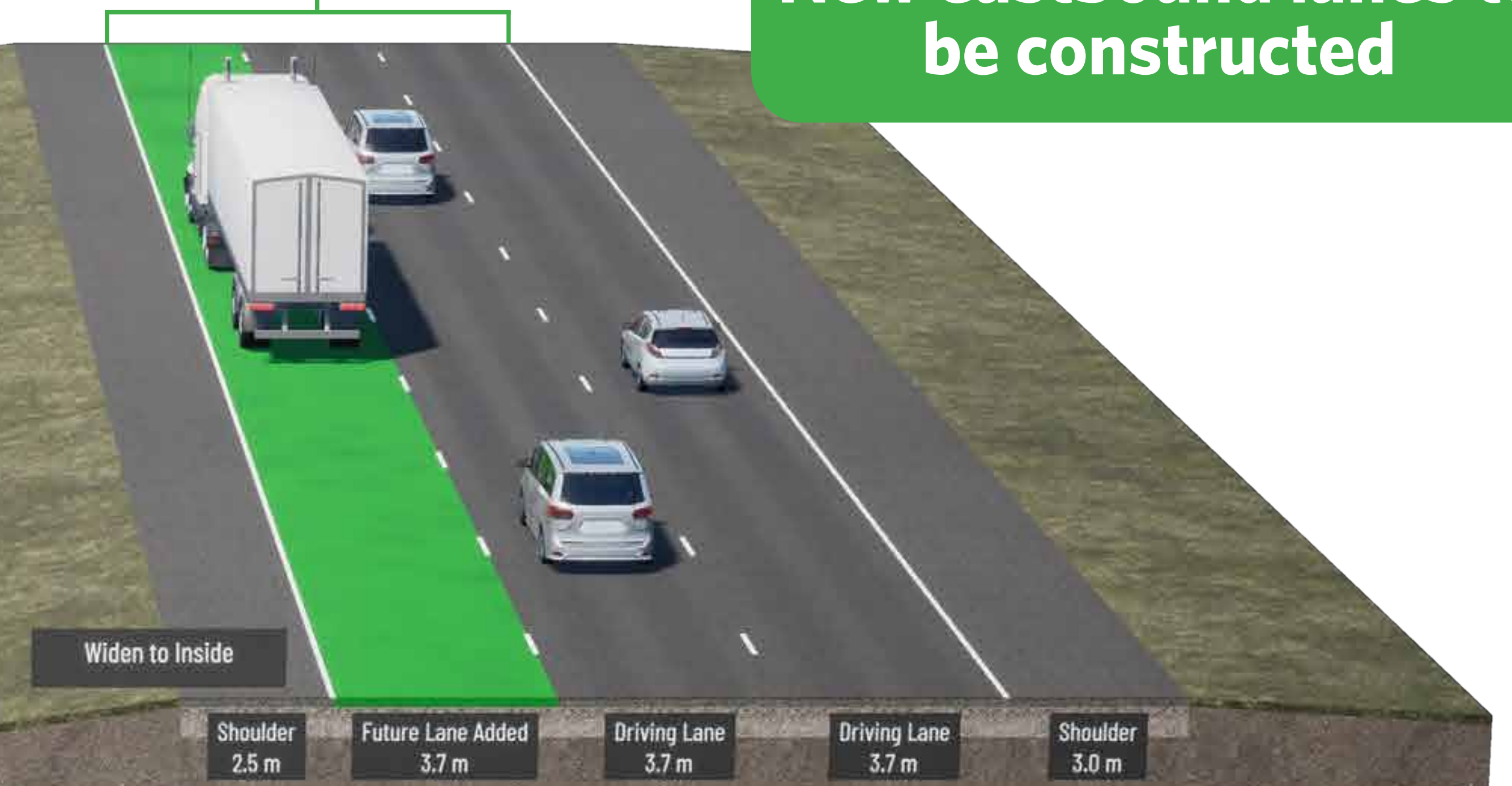
KEY MAP

Existing westbound lanes
to be reconstructed



Westbound PTH 101

New eastbound lanes to
be constructed



Eastbound PTH 101

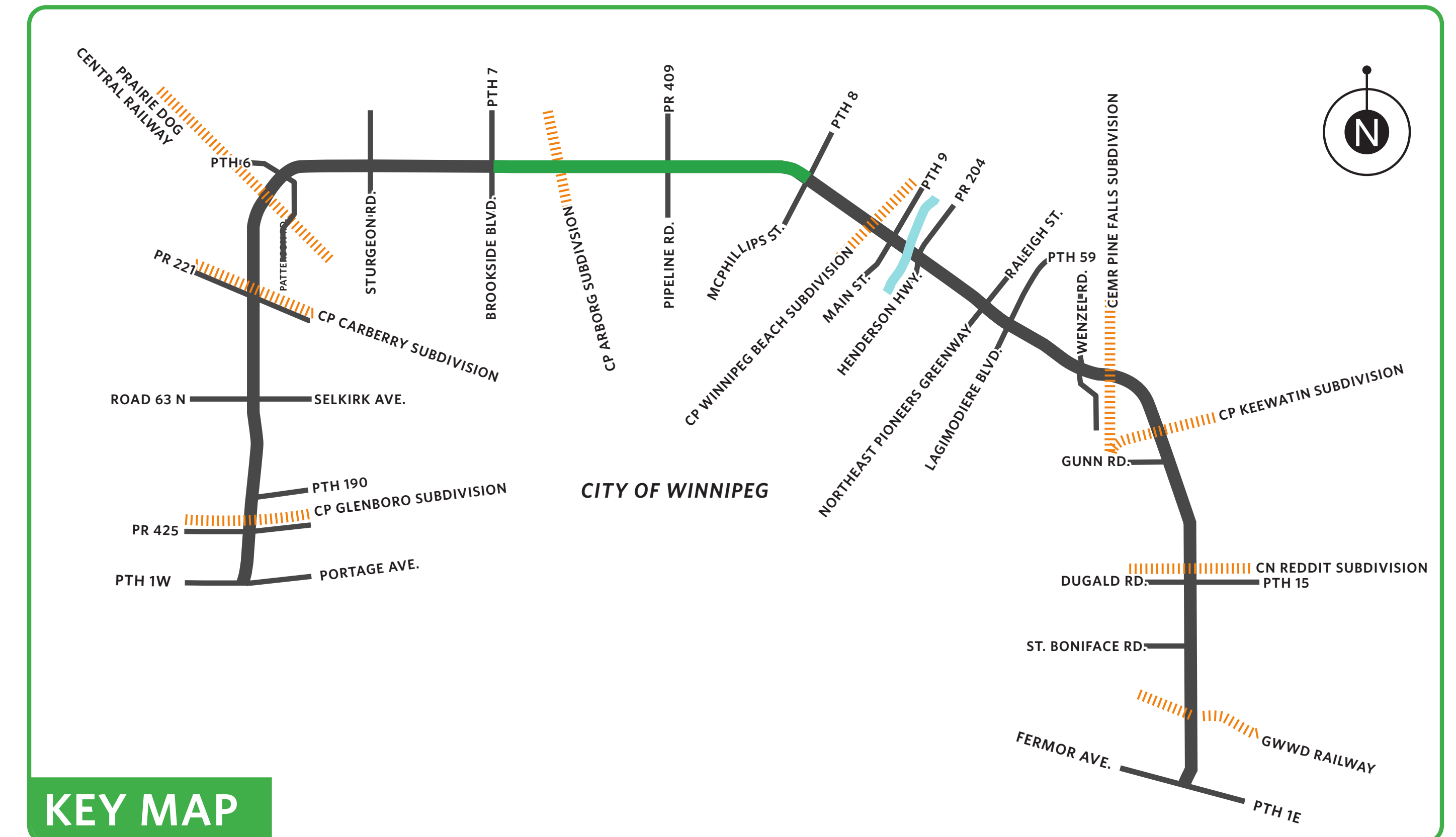
Typical PTH 101 six-lane cross-section (widening to the inside)

PTH 101 Alignment

The North Perimeter (PTH 101) Highway Design Study

PTH 7 to PTH 8 (McPhillips Street)

**Expressway section with depressed median
with service roads provided on each side
(road alignment shifted south).**



KEY MAP

**Existing westbound lanes
to be reconstructed**



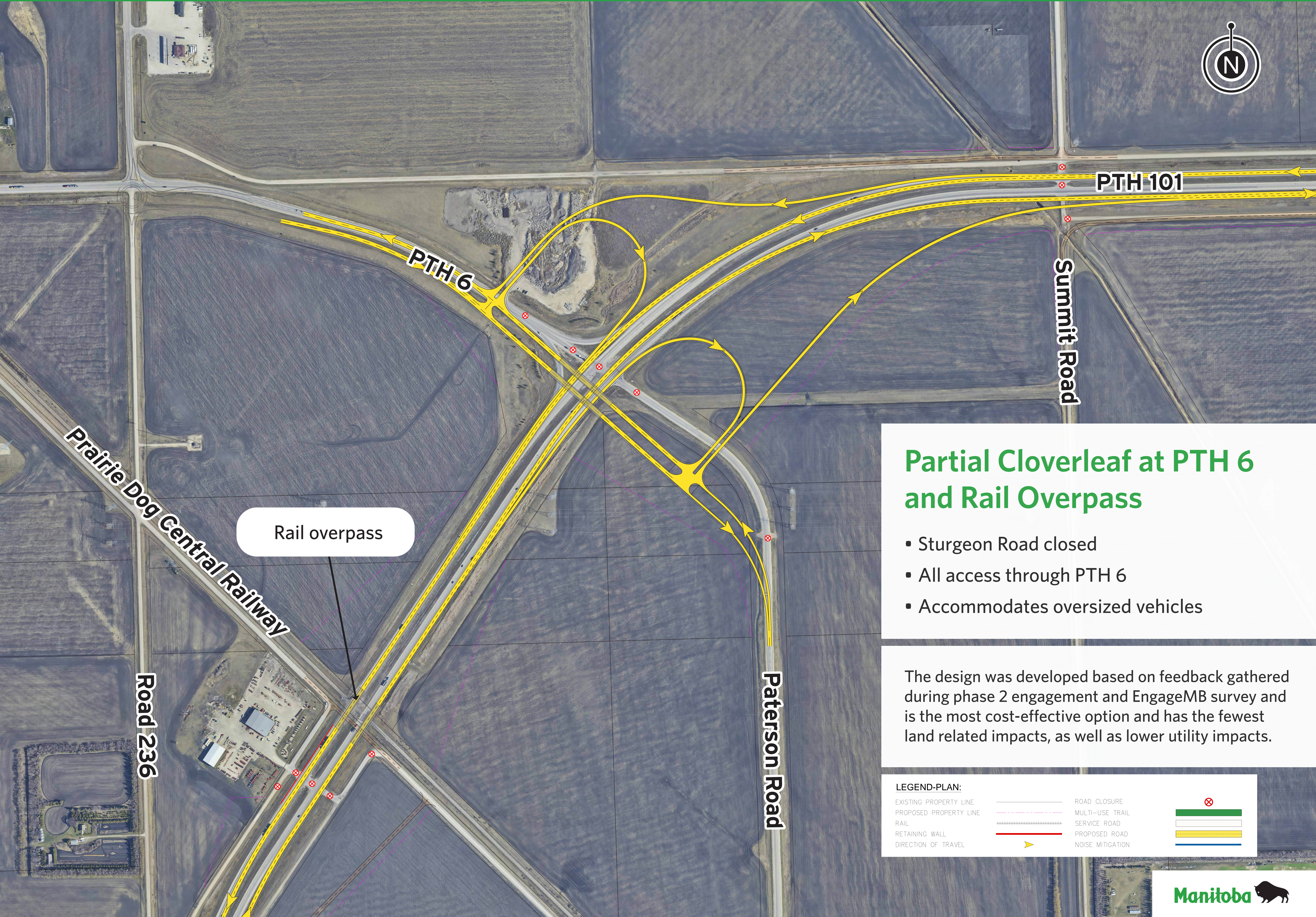
Westbound PTH 101

**New eastbound lanes to
be constructed**



Eastbound PTH 101

Typical PTH 101 six-lane cross-section (widening to the inside)



Partial Cloverleaf at PTH 6 and Rail Overpass

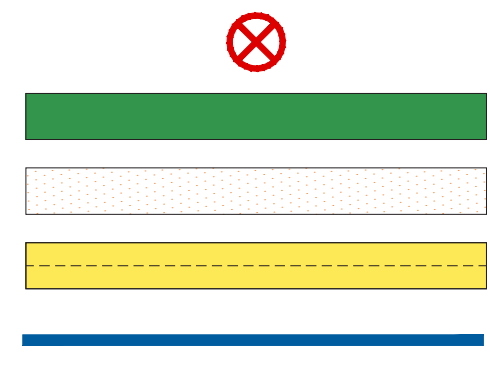
- Sturgeon Road closed
- All access through PTH 6
- Accommodates oversized vehicles

The design was developed based on feedback gathered during phase 2 engagement and EngageMB survey and is the most cost-effective option and has the fewest land related impacts, as well as lower utility impacts.

LEGEND-PLAN:

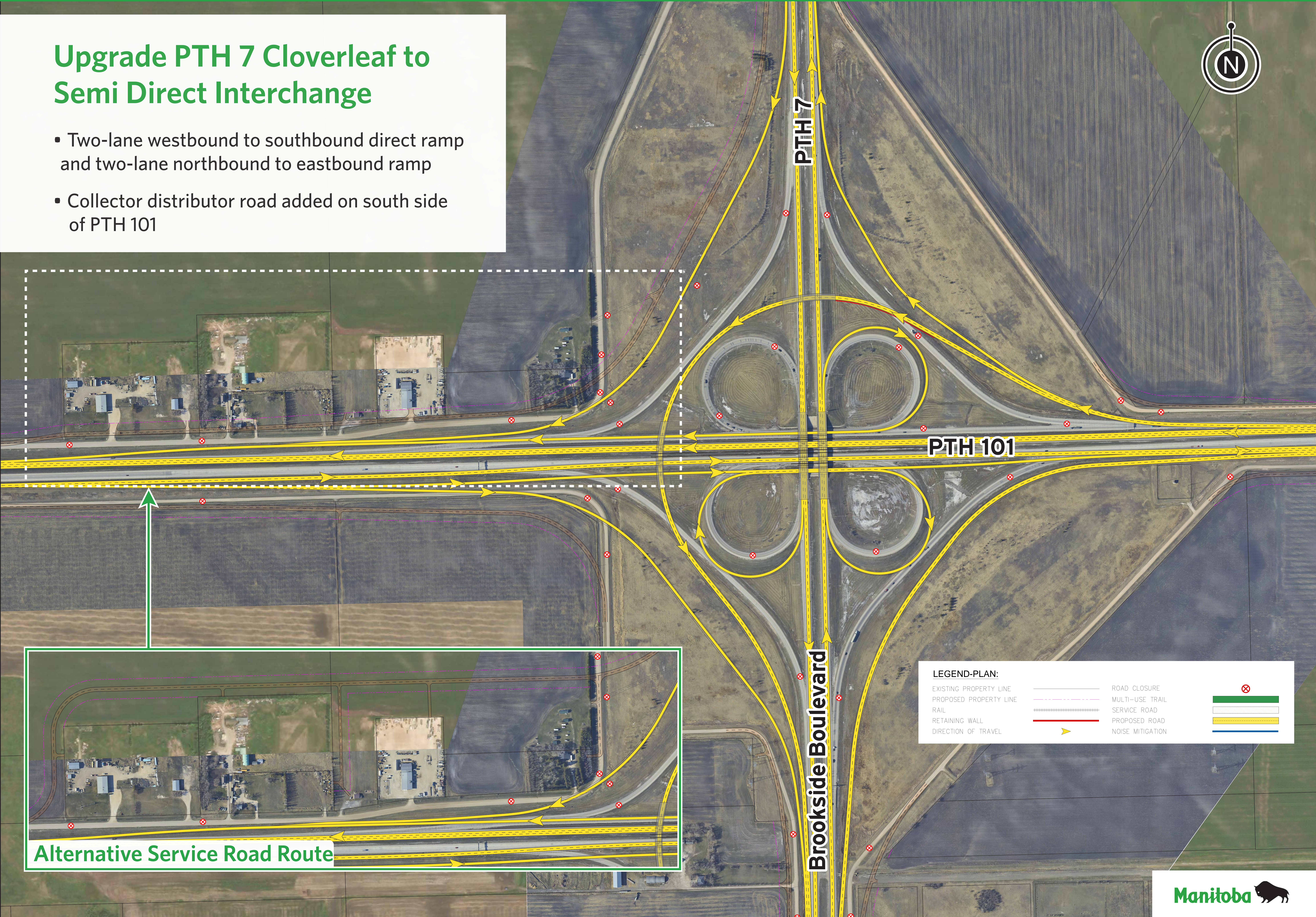
EXISTING PROPERTY LINE
PROPOSED PROPERTY LINE
RAIL
RETAINING WALL
DIRECTION OF TRAVEL

ROAD CLOSURE
MULTI-USE TRAIL
SERVICE ROAD
PROPOSED ROAD
NOISE MITIGATION



Upgrade PTH 7 Cloverleaf to
Semi Direct Interchange

- Two-lane westbound to southbound direct ramp and two-lane northbound to eastbound ramp
- Collector distributor road added on south side of PTH 101



Alternative Service Road Route

Diamond Interchange at PR 409
(Pipeline Road)

- Easily understood by drivers
- Accommodated within existing right-of-way
- Accommodates oversized vehicles

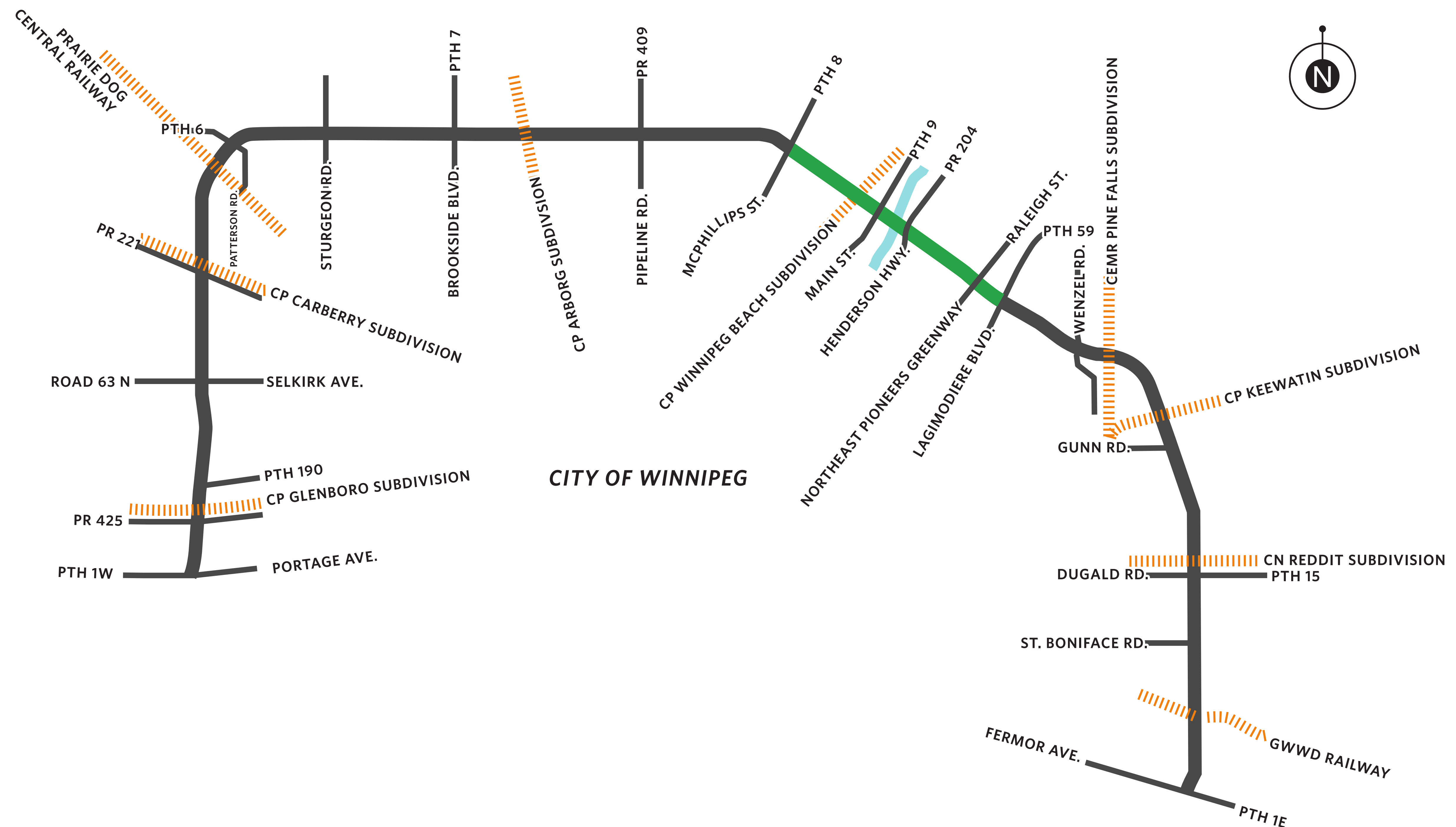
Road has been
constructed



LEGEND-PLAN:

EXISTING PROPERTY LINE	—————	ROAD CLOSURE	
PROPOSED PROPERTY LINE	- - - - -	MULTI-USE TRAIL	
RAIL	=====	SERVICE ROAD	
RETAINING WALL	=====	PROPOSED ROAD	
DIRECTION OF TRAVEL		NOISE MITIGATION	

PTH 8 (McPhillips Street) to PTH 59 (Lagimodiere Boulevard)

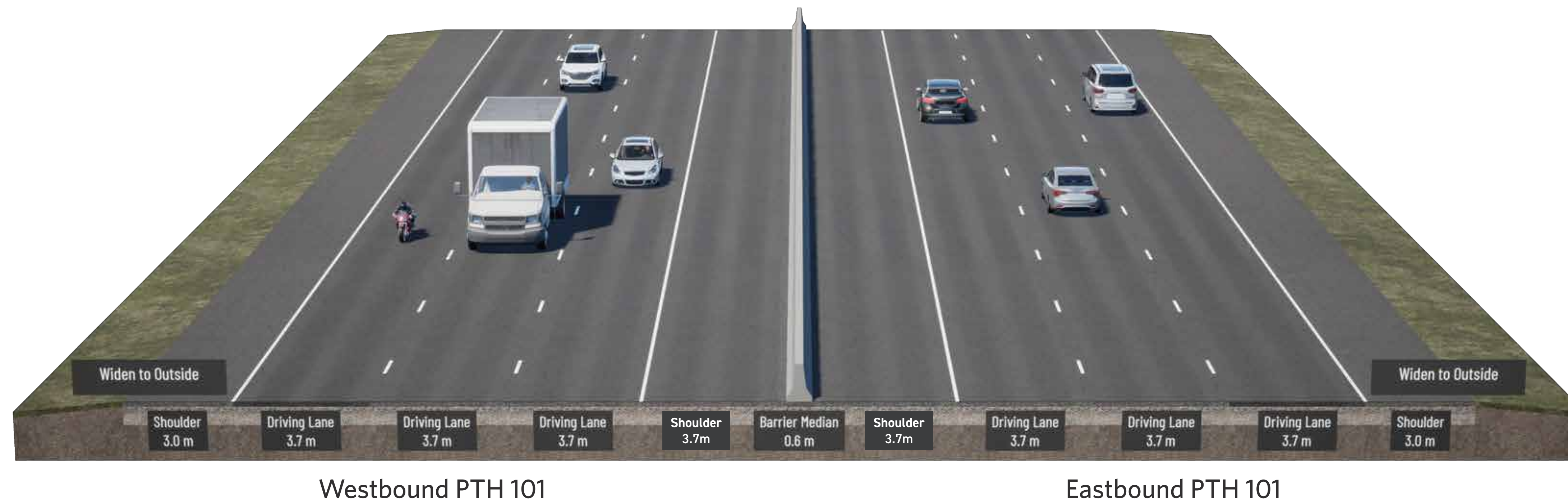
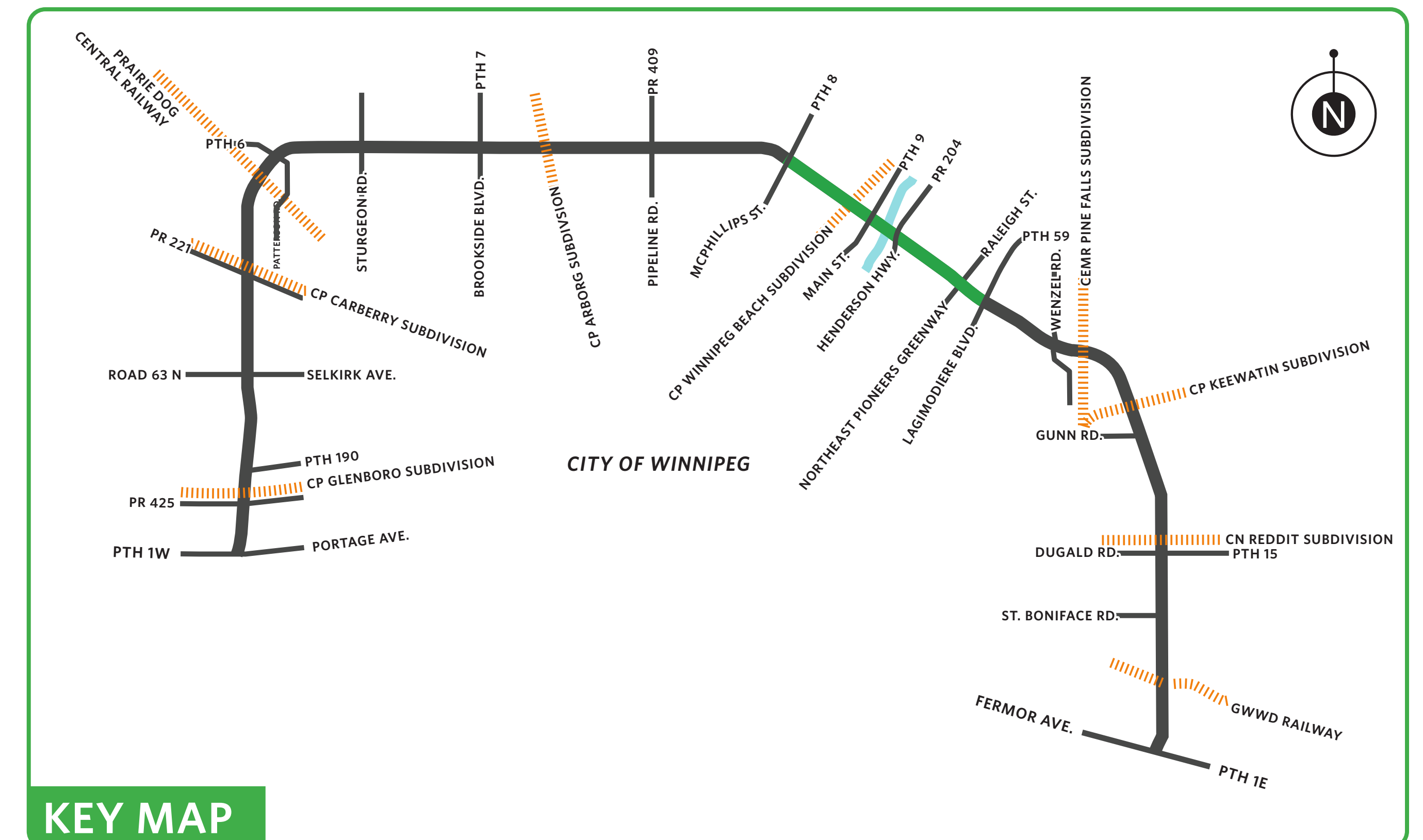


PTH 101 Alignment

The North Perimeter (PTH 101) Highway Design Study

PTH 8 (McPhillips Street) to PTH 59 (Lagimodiere Boulevard)

Expressway section with a median barrier and with service roads provided where required (on existing alignment).



Typical PTH 101 six-lane cross-section

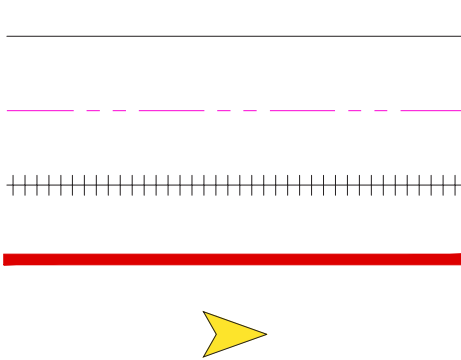
Reconfigure Cloverleaf to Partial Cloverleaf

- Uses existing PTH 8 right-of-way
- Reduces conflict between vehicles
- Kapelus Drive access to PTH 8 closed and new connection provided to Grassmere Road

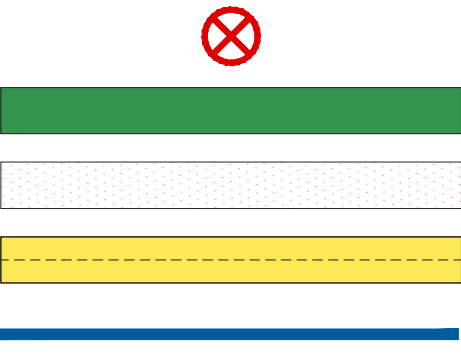
This design provides improvement in traffic operations and active transportation. It results in shorter delays for PTH 8 traffic at ramp intersections. It has a moderate construction cost and good constructibility.

LEGEND-PLAN:

EXISTING PROPERTY LINE
PROPOSED PROPERTY LINE
RAIL
RETAINING WALL
DIRECTION OF TRAVEL



ROAD CLOSURE
MULTI-USE TRAIL
SERVICE ROAD
PROPOSED ROAD
NOISE MITIGATION



Grassmere Road

Kapelus Drive

PTH 101

McPhillips Street

PTH 8

Partial Cloverleaf at PTH 9 and Partial Cloverleaf at PR 204

- Uses existing PTH 9 right-of-way
- Reduces conflict between vehicles on PTH 9
- PTH 9 changed from overpass to underpass
- Property impacts on northeast side of PR 204

Noise mitigation - combination
of wall and/or berm



Sperring Avenue

PTH 101

RED RIVER

Main Street

Rail overpass

LEGEND-PLAN:

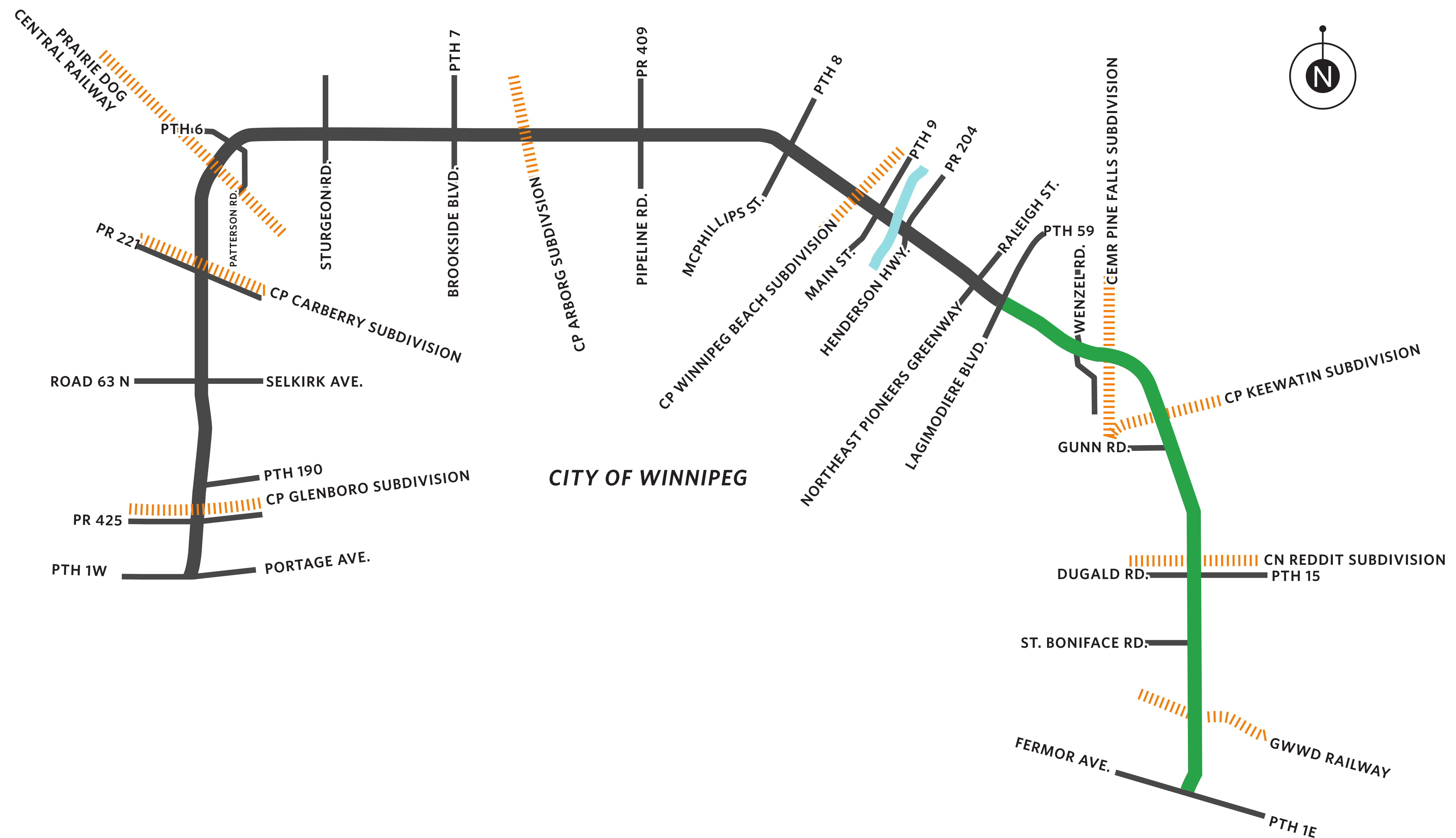
EXISTING PROPERTY LINE	—	ROAD CLOSURE	⊗
PROPOSED PROPERTY LINE	- - -	MULTI-USE TRAIL	▬
RAIL	▬	SERVICE ROAD	▬
RETAINING WALL	▬	PROPOSED ROAD	▬
DIRECTION OF TRAVEL	➡	NOISE MITIGATION	▬

The partial cloverleaf at PTH 9 scored higher in traffic operations, safety, and pedestrian and cyclist accommodation. The partial cloverleaf at PR 204 scored slightly higher and is most desirable from an environmental perspective and utility impacts. However, it will have higher land acquisition costs and land-related claims.

- In phase 2 engagement, we heard concerns from residents about closing the Sperring Avenue access to the ramp. The future design will not accommodate an access directly to the ramp from Sperring Avenue due to required safety standards.

SEGMENT 5

PTH 59 (Lagimodiere Boulevard) to PTH 1 East (Fermor Avenue)

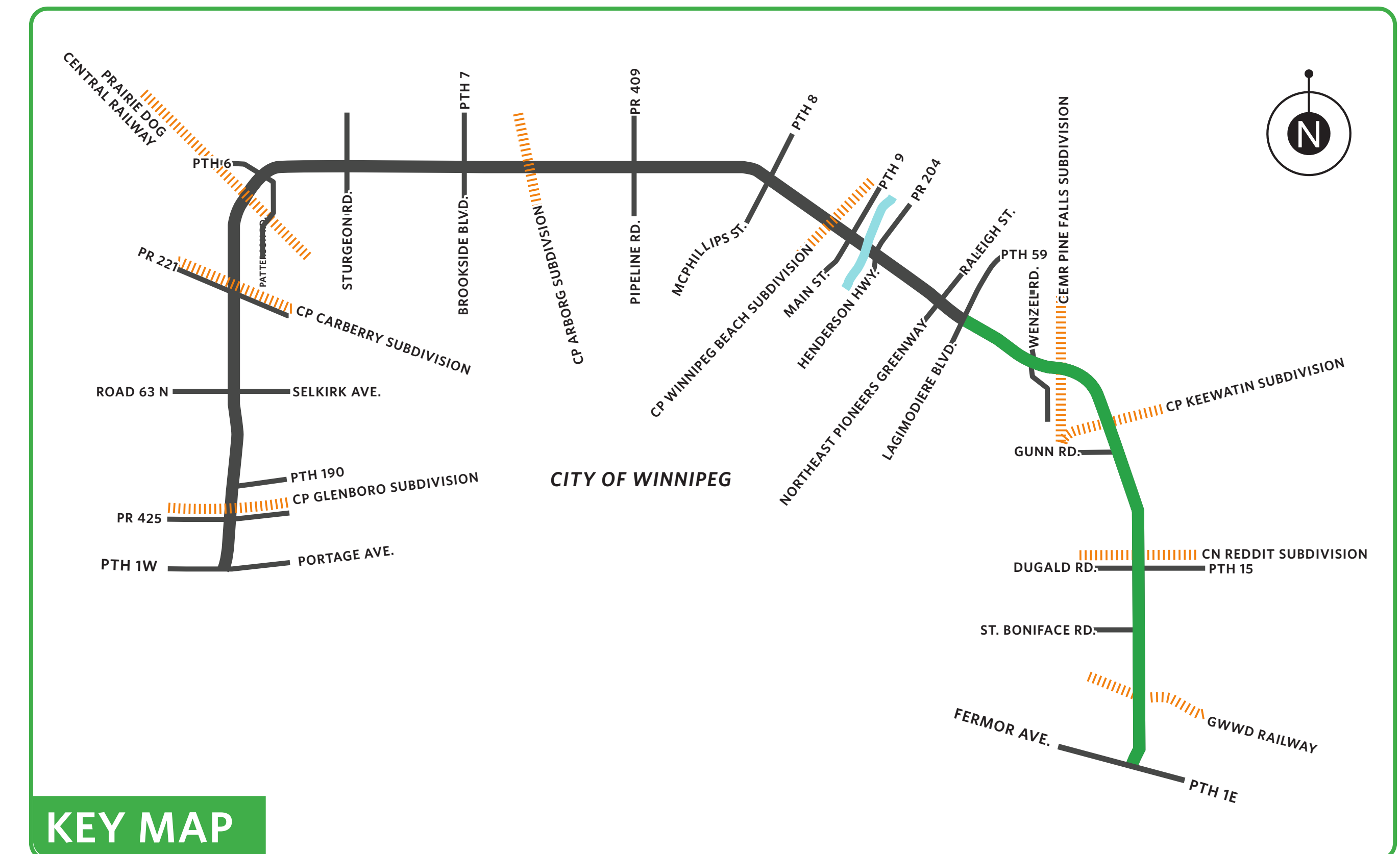


PTH 101 Alignment

The North Perimeter (PTH 101) Highway Design Study

PTH 59 (Lagimodiere Boulevard) to PTH 1E (Fermor Avenue)

**Expressway section with depressed median and
with service roads provided where required (on
existing alignment).**



Southbound PTH 101

Northbound PTH 101

Typical PTH 101 six-lane cross-section (future lanes added to the outside)



Relocated Duff Roblin
Parkway Trail Parking Lot

Rail overpass

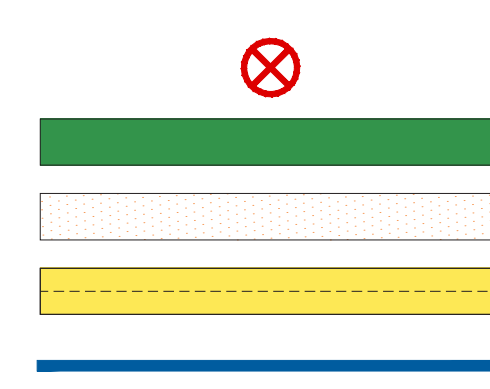
Diamond Interchange

- Separate rail overpass approximately 800m east
- Simplest configuration
- Least expensive and easiest to construct
- Easily understood by drivers
- Accommodates oversized vehicles
- Fewer land impacts

LEGEND-PLAN:

EXISTING PROPERTY LINE
PROPOSED PROPERTY LINE
RAIL
RETAINING WALL
DIRECTION OF TRAVEL

ROAD CLOSURE
MULTI-USE TRAIL
SERVICE ROAD
PROPOSED ROAD
NOISE MITIGATION



Diamond Interchange with connection to the Potential Future Winnipeg-Oakbank Corridor

- Accommodated within right-of-way
- Accommodates oversized vehicles
- Trail parking lot closed and relocated to McGregor Farm Road



Rail overpass

Potential Future Winnipeg-Oakbank Corridor

Noise mitigation - combination of wall and/or berm

PTH 101

Gunn Road

CP Keewatin Subdivision

The preferred design is a diamond interchange, due to the accommodation for over-dimensional vehicles and ultimately cheaper construction costs. It can be connected to the potential Winnipeg-Oakbank corridor in the future.

LEGEND-PLAN:

EXISTING PROPERTY LINE

PROPOSED PROPERTY LINE

RAIL

RETAINING WALL

DIRECTION OF TRAVEL

ROAD CLOSURE

MULTI-USE TRAIL

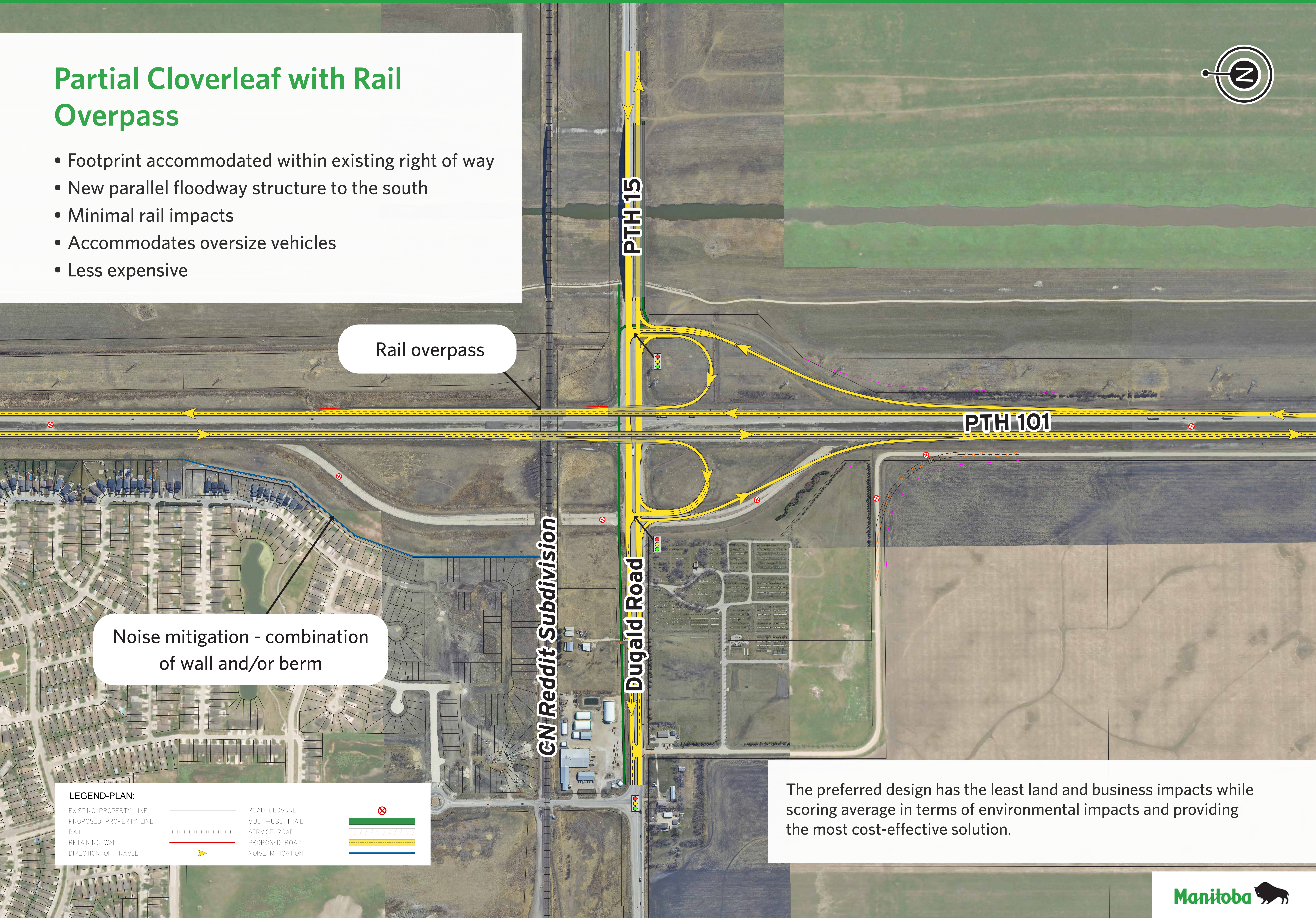
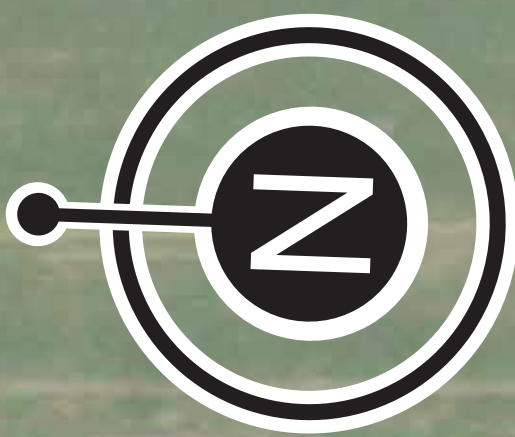
SERVICE ROAD

PROPOSED ROAD

NOISE MITIGATION

Partial Cloverleaf with Rail
Overpass

- Footprint accommodated within existing right of way
- New parallel floodway structure to the south
- Minimal rail impacts
- Accommodates oversize vehicles
- Less expensive



Noise mitigation - combination
of wall and/or berm

Rail overpass

CN Reddit Subdivision

Dugald Road

PTH 15

PTH 101

LEGEND-PLAN:

EXISTING PROPERTY LINE	ROAD CLOSURE	
PROPOSED PROPERTY LINE	MULTI-USE TRAIL	
RAIL	SERVICE ROAD	
RETAINING WALL	PROPOSED ROAD	
DIRECTION OF TRAVEL	NOISE MITIGATION	

The preferred design has the least land and business impacts while scoring average in terms of environmental impacts and providing the most cost-effective solution.

Thank you for participating

For additional information, please contact:

Meagan Boles, Engagement Lead

E: PTH101@wsp.com

T: 204-259-1628