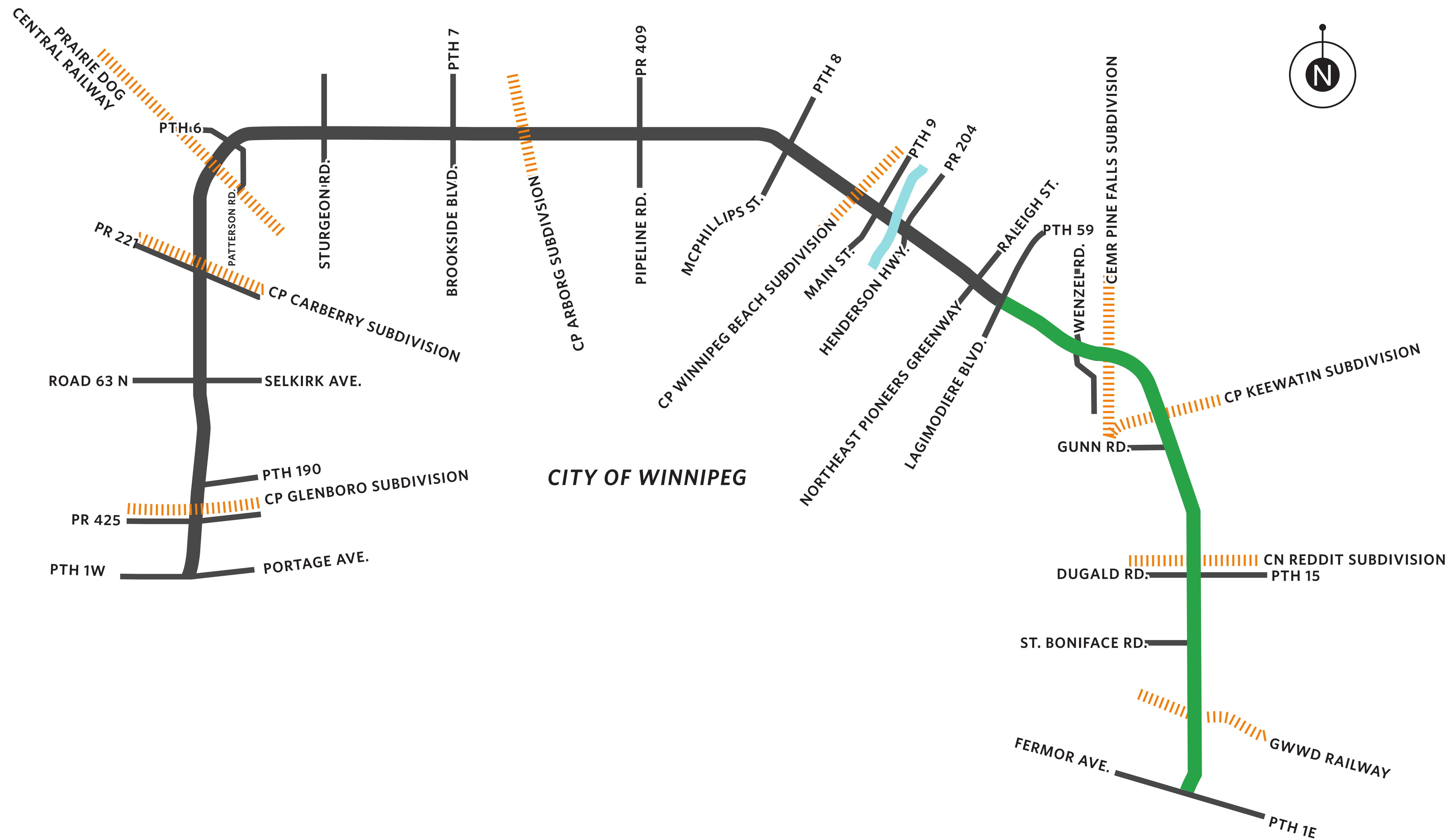


# SEGMENT 5

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





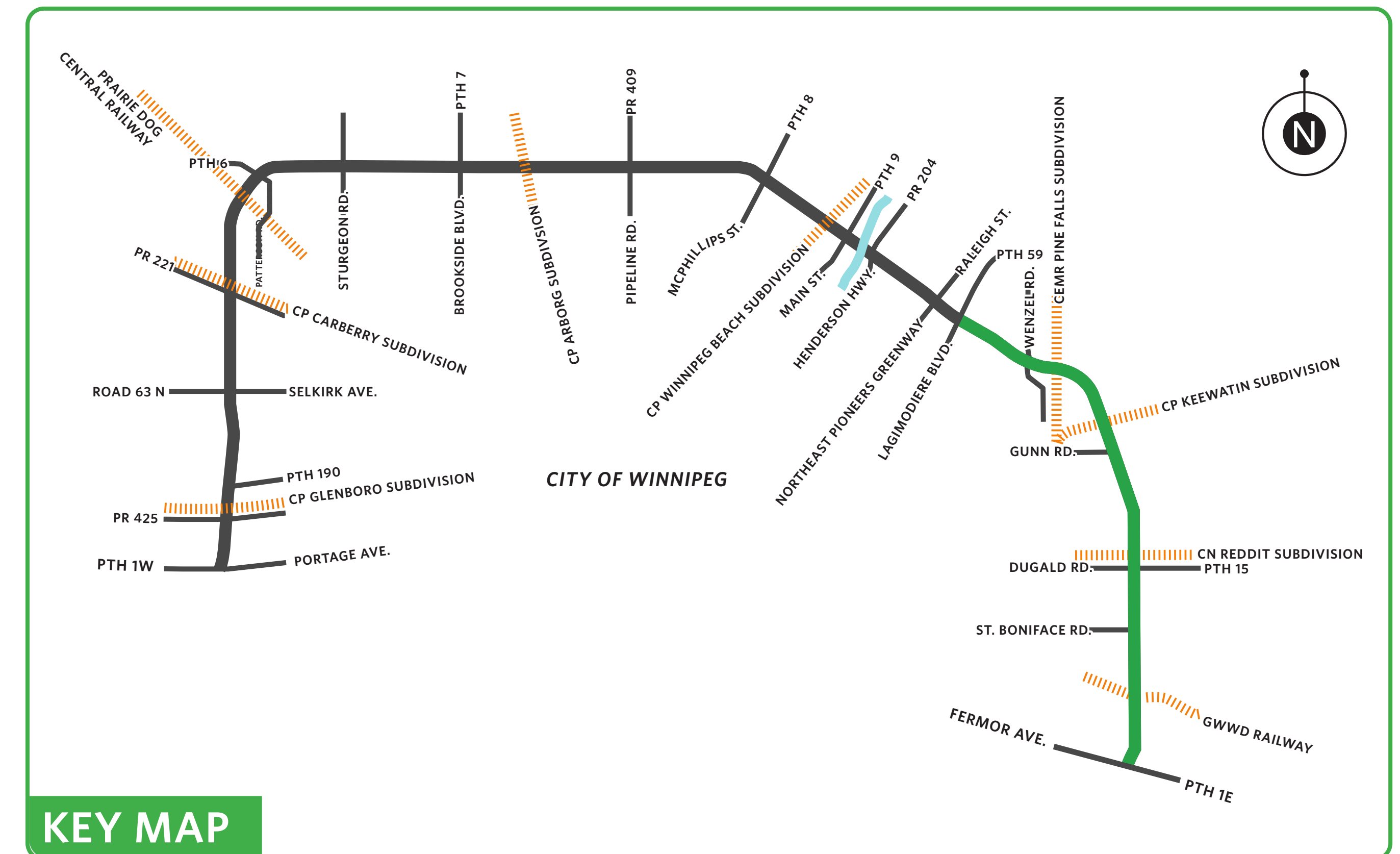
# PTH 101 Alignment

## The North Perimeter (PTH 101) Highway Design Study

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

Expressway section with service roads provided on each side.

- PTH 101 stays on the existing alignment utilizing the depressed median
- The existing depressed median meets the ultimate design cross-section as future widening to six lanes will be to the outside
- Minimizes impacts to property, utilities and the environment



Northbound PTH 101

Typical PTH 101 six-lane cross-section

Southbound PTH 101





### Option 1: Diamond Interchange

- Separate rail overpass approximately 800m east
- Simplest configuration
- Least expensive
- Easily understood by drivers
- Accommodates oversized vehicles



Rail overpass

**LEGEND-PLAN:**

EXISTING PROPERTY LINE		ROADWAY	
RAIL		ROAD CLOSURE	
CENTRE MEDIAN BARRIER			
RETAINING WALL			





## Option 2: Partial Cloverleaf

- Separate rail overpass approximately 800m east
- More expensive
- More land impacts



Rail overpass

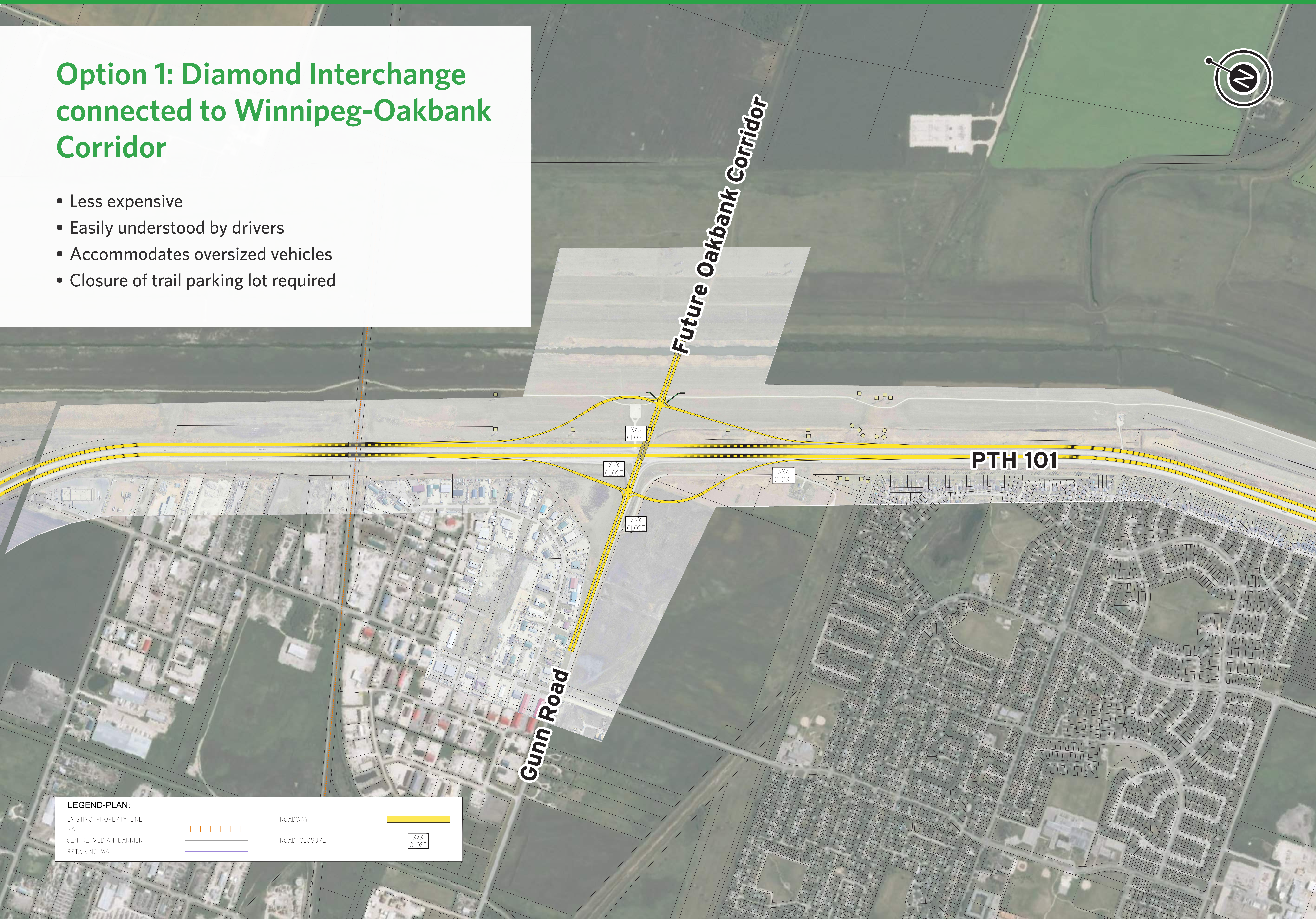
**LEGEND-PLAN:**

EXISTING PROPERTY LINE		ROADWAY	
RAIL		ROAD CLOSURE	
CENTRE MEDIAN BARRIER			
RETAINING WALL			



## Option 1: Diamond Interchange connected to Winnipeg-Oakbank Corridor

- Less expensive
- Easily understood by drivers
- Accommodates oversized vehicles
- Closure of trail parking lot required



**LEGEND-PLAN:**

EXISTING PROPERTY LINE		ROADWAY	
RAIL		ROAD CLOSURE	
CENTRE MEDIAN BARRIER			
RETAINING WALL			



## Option 2: Partial Cloverleaf connected to Winnipeg - Oakbank Corridor

- Accommodated within right-of-way
- Trail parking lot remains open
- Most expensive



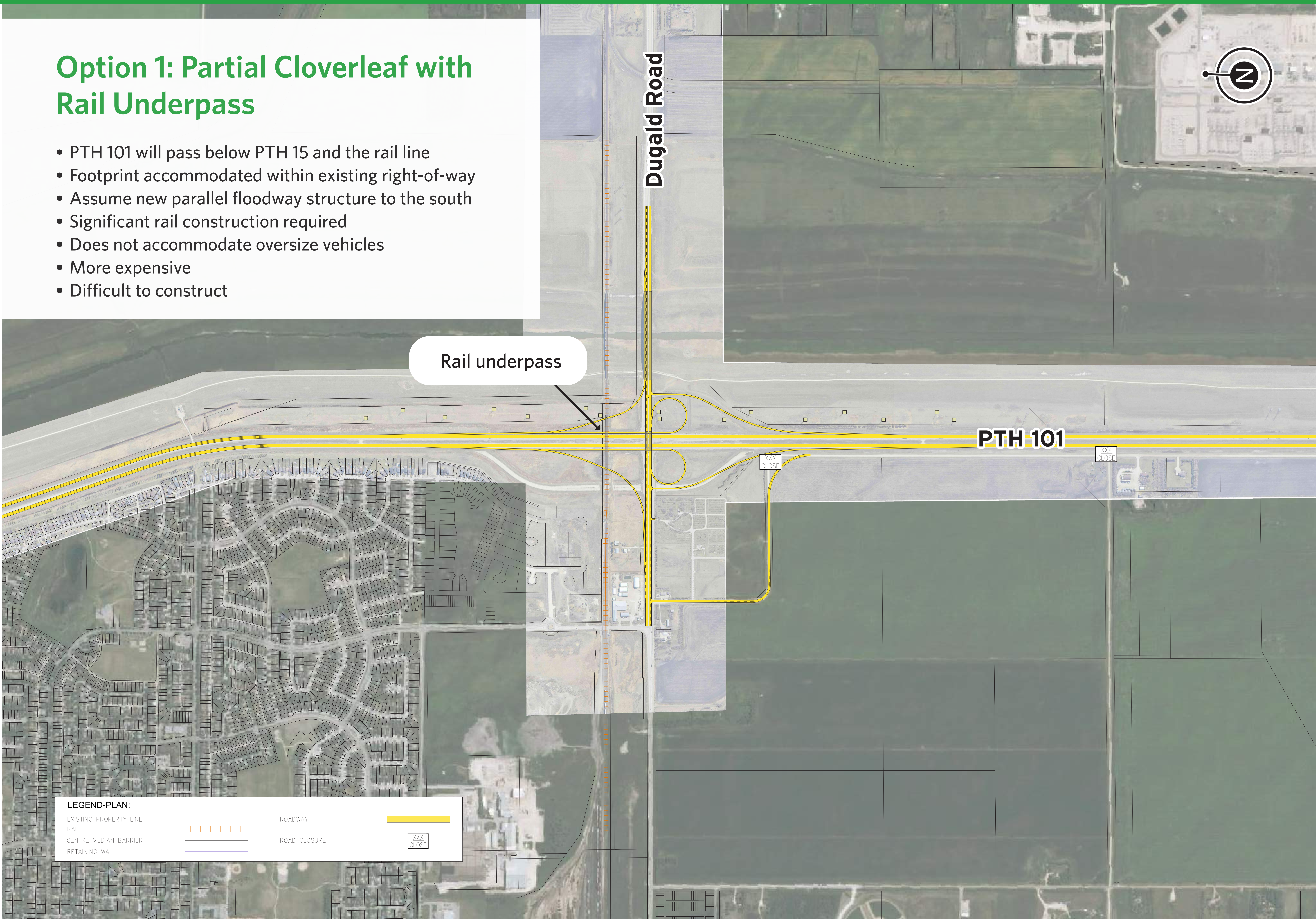
### LEGEND-PLAN:

EXISTING PROPERTY LINE		ROADWAY	
RAIL		ROAD CLOSURE	
CENTRE MEDIAN BARRIER			
RETAINING WALL			



### Option 1: Partial Cloverleaf with Rail Underpass

- PTH 101 will pass below PTH 15 and the rail line
- Footprint accommodated within existing right-of-way
- Assume new parallel floodway structure to the south
- Significant rail construction required
- Does not accommodate oversized vehicles
- More expensive
- Difficult to construct



Rail underpass

PTH 101

Dugald Road

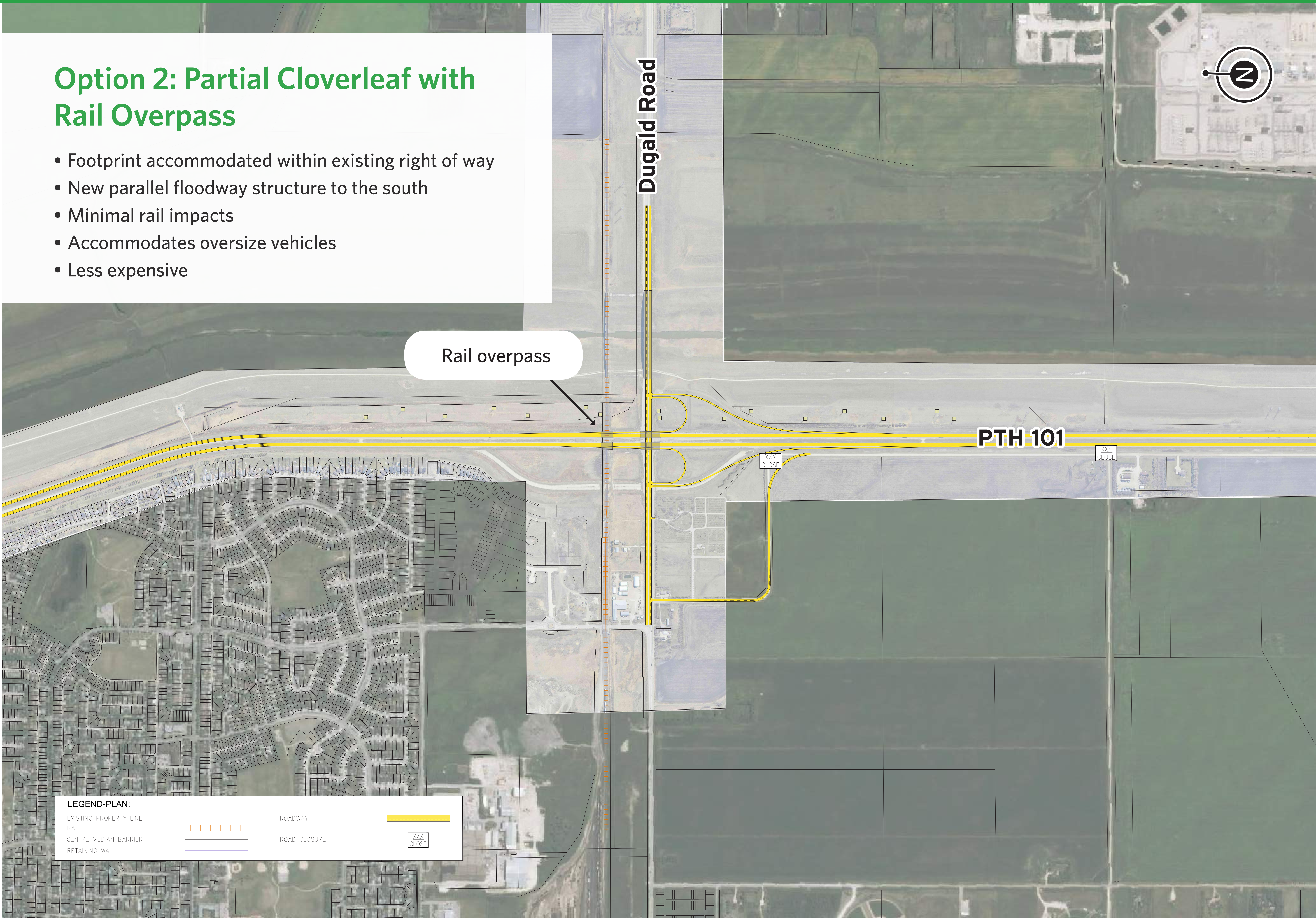
#### LEGEND-PLAN:

EXISTING PROPERTY LINE	ROADWAY
RAIL	ROAD CLOSURE
CENTRE MEDIAN BARRIER	
RETAINING WALL	



### Option 2: 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



Rail overpass

PTH 101

Dugald Road



**LEGEND-PLAN:**

EXISTING PROPERTY LINE	ROADWAY
RAIL	ROAD CLOSURE
CENTRE MEDIAN BARRIER	
RETAINING WALL	



### Option 3: Diamond Interchange south of Dugald Road and Rail Overpass

- Easily understood by drivers
- Accommodates oversized vehicles
- New four-lane floodway bridge required
- Significant new road construction required
- Separate rail overpass



Rail overpass

#### LEGEND-PLAN:

EXISTING PROPERTY LINE		ROADWAY	
RAIL		ROAD CLOSURE	
CENTRE MEDIAN BARRIER			
RETAINING WALL			