MANITOBA TRANSPORTATION
AND INFRASTRUCTURE

2024/2025

Multi-year Infrastructure Investment Strategy

5-year Capital Investment Plan

Manitoba

→ Vision

Connect and Protect Manitoba

→ Mission

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

→ Mandates

Quality of Life:
Improving Outcomes for Manitobans

Working Smarter:
Delivering Client-centred Services

Public Service:
Delivering Client-service Excellence

Value for Money:
Protecting Manitoba's Bottom Line

→ Values

Trustworthy, Accountable, Innovative, Committed and Caring

LIST OF DEFINITIONS AND ACRONYMS

ASL = Above Sea Level

AST = Asphalt Surface Treatment

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

INDIGENOUS LAND ACKNOWLEDGEMENT

We recognize that Manitoba is on the Treaty Territories and ancestral lands of the Anishinaabe, 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.

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Minister's Message

I am pleased to present Manitoba Transportation and Infrastructure's 2024/2025 Multi-year Infrastructure Investment Strategy.

This document shares information with the public about projects within Manitoba Transportation and Infrastructure's portfolio. Manitoba Transportation and Infrastructure has created an investment strategy to improve transparency and provide relevant stakeholders and rights holders with information on both future and ongoing projects. Having investments planned in advance also helps to bring our province in line with other provincial and large municipal governments in Canada and supports the department's longer-term strategic planning.

Manitoba Transportation and Infrastructure's goal is to ensure safe, reliable, and sustainable infrastructure for Manitobans. The 2024/2025 Multi-year Infrastructure Investment Strategy outlines planned investments for roads, bridges, airports, and water infrastructure. Investment in these assets connects Manitoba communities, provides access to national and international markets and protects communities from flooding. Projects listed within this document are organized to reflect the investment categories of infrastructure renewal, economic development, climate resiliency, connectivity, and innovation. These investments will strengthen and complement existing projects, including the projects within the Trade and Commerce Grid Initiative, Perimeter Freeway Initiative, and the twinning of the Trans-Canada Highway to the Ontario border.

Investment in transportation drives economic growth and provides opportunities to support reconciliation activities, reinforcing Manitoba's ongoing commitment to strengthen relationships with Indigenous communities. The 2024/2025 Multi-year Infrastructure Investment Strategy identifies key priorities to support northern communities. With the focus on northern airports, Manitoba Transportation and Infrastructure is initiating plans to advance the project to build a new airport at Wasagamack First Nation. In addition, developing new highway connections and improving existing transportation infrastructure around First Nation communities remains a priority. The department continues to support the development of strategies for enhanced highway connectivity into these communities.

Our province holds a unique geographic and economic position, with gateways linking Manitoba to trade in the north, south, east, and west. Manitoba Transportation and Infrastructure's vision and strategy is to build on our multi-modal transportation hub and trade gateways to create opportunities toward a more prosperous future for all Manitobans. With assets such as CentrePort Canada's inland port, the advantage of affordable and clean energy, as well as multi-modal transportation infrastructure, Manitoba has the answer to challenges that global manufacturing and supply chain are currently facing. International manufacturing industries looking to improve their supply chains and reduce the carbon intensity of their commodities are expressing interest in our province.

Overall, the new investment strategy is intended to provide a more comprehensive picture of the department's capital plan. In addition, this document provides an invitation to a discussion regarding any new potential projects and improvements that could be considered in future capital planning. Manitoba Transportation and Infrastructure continuously evaluates infrastructure needs across the province and explores solutions to improve it. The recently established Blue-Ribbon Panel of transportation and construction industry experts, representatives from Indigenous and municipal governments in the province, will also provide guidance on new infrastructure priorities.

I encourage all Manitobans to review the following pages to gain an understanding of Manitoba Transportation and Infrastructure's plans to invest in safe, efficient and resilient infrastructure over the next 5 years.

Thank you.

LISA NAYLOR
Minister of Transportation and Infrastructure

PTH 1 & 1A Interchange (West of Portage la Prairie)

Executive Summary

The 2024/2025 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 five-year capital strategy offers a preview of planned capital projects to the public and industry with a level of transparency that 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 Perimeter Freeway Initiative, ensuring efficient movement of goods along our key international trade corridors.

The 2024/2025 Multi-year Infrastructure Investment Strategy is a rolling five-year plan, detailing projects planned for fiscal years 2024/2025 through 2028/2029. 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 2024/2025 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.

- **19,100 km** of all-weather roads
- **4,750 km** of drains
- **425 km** of linear dikes
- **19** community ring dikes
- **23** northern airports
- **41** pumping stations
- **61** reservoirs
- **1,655** bridges and overpasses
- **1,125** bridge-sized large culverts
- **345** water control structures
- **90** dams
- **4** ferries
- **8** diversions

Strategies & Initiatives

MTI is establishing a new approach to planning and programming infrastructure projects where government approves a larger strategy in principle for a number of priority categories. This provides the basis for longer-term planning and a strategic outlook of planned transportation infrastructure investment.

This includes strategic initiatives related to **national trade corridors, road safety, trade and commerce routes and the Perimeter Highway.** These strategies and initiatives are used to guide the development of the highway capital plan and prioritization of investments.

ENHANCING NATIONAL TRADE CORRIDORS STRATEGY

DESCRIPTION OF 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.

In alignment with the Enhancing National Trade Corridors Strategy, MTI is also committed to exploring improvements to northern connectivity, such as northern economic corridor development and the development of a sustainable northern corridor through the Port of Churchill, including enabling the potential for export of key resources. This includes a $73.8M capital investment in the Hudson Bay Railway.

PERIMETER FREEWAY INITIATIVE

DESCRIPTION OF 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 United States Interstate standard.

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

BENEFITS OF A FULLY ACCESS-CONTROLLED FREEWAY

- Improved safety by eliminating unsignalized at-grade intersections, where the highest potential for serious collisions occurs
- Improved efficiency and safety and reduced congestion through increasing the free flow of traffic by replacing traffic lights (signalized intersections) with grade-separated intersections

Summary of Projects in the 5-Year Plan that support the Perimeter Freeway Initiative:

- Design and construct three new interchanges on PTH 100 (South Perimeter Highway) at:
  - → St. Mary's Road
  - → PTH 3 (McGillivray Boulevard)
  - → 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 (6 projects)
  - → Improvements to service roads (5 projects)
  - → Traffic safety improvements (3 projects)
  - → Structures renewal (2 projects)

TRADE AND COMMERCE GRID INITIATIVE

DESCRIPTION OF INITIATIVE

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

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

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/ shipments to transport goods from one location to another.

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 **2.5 per cent** of Trade and Commerce routes, resulting in **86.5 per cent** of the grid now supporting RTAC loading and **13.5 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 interprovincial and international markets
- Identify alternative RTAC routes where existing RTAC highways are vulnerable to the effects of climate change
- Prioritize highway investments that best support Manitoba's economy

Summary of Projects in the 5-Year Plan that support the Trade and Commerce Grid Initiative:

RTAC UPGRADE PROJECTS INCLUDED IN THE 5-YEAR PLAN (507.3KM & 24 STRUCTURES)													
Hwy #	003	005	012	021	023	034	059	083	201	256	283	305	311
# of Sections (km)	2 (37.4)	5 (97.7)	2 (41.8)	2 (40.8)			1 (40.0)	8 (139.8)	1 (24.6)	2 (23.9)	2 (39.7)		3 (21.6)
# of Structures		6	2	2	4	4			2	1	1	1	1

IMPROVE ROAD SAFETY STRATEGY

DESCRIPTION OF STRATEGY

MTI has developed the Improve Road Safety Strategy to support the department's goal to significantly reduce and ultimately eliminate fatal and serious injury collisions on provincial highways. Between 2017 and 2021, an average of **125 significant collisions** per year, with **50 fatal collisions of those 125** having occurred on Manitoba's highway network. The road safety strategy is a comprehensive and holistic approach to reduce severe collisions through implementation of various initiatives.

The need for a strategic approach to improve road safety on Manitoba highways was reemphasized by a tragic collision at the intersection of Provincial Trunk Highway (PTH) 1 and PTH 5 on June 15, 2023 near Carberry. MTI's Improve Road Safety Strategy includes an initiative to improve this intersection among the other systemic and proactive safety initiatives across the entire provincial highway network.

To ensure this strategy is successful, MTI must adopt the **Safe System Approach**. This approach recognizes that improvements to road safety outcomes is a shared responsibility and includes all roadway stakeholders – such as infrastructure owners, police services, first responders and health care providers, educators, vehicle manufacturers and motorists. It also recognizes that the highway network must be designed and built to account for human error with a view to reducing severity should a collision occur.

Initiatives within the Improve Road Safety Strategy include six components:

- PTH 1 and PTH 5: collision review and intersection improvements
- Traffic data governance
- Fatal collision reviews
- Network screening
- Systemic safety planning
- Indigenous community road safety

PTH 1A Overpass [West of Portage la Prairie]

The following initiatives are being led by MTI with the support of the **Road Safety Response Team.**

1. PTH 1 AT PTH 5: COLLISION REVIEW AND INTERSECTION IMPROVEMENTS

The PTH 1 and PTH 5 Collision Review Initiative involves a comprehensive investigation to evaluate the road safety and engineering characteristics of the intersection of PTH 1 and PTH 5 with a view to design and reconstruct the intersection to improve safety as part of a future construction project.

2. TRAFFIC DATA GOVERNANCE

The objective of the Traffic Data Governance Initiative is to augment the collection, quality, and governance of traffic data (e.g., traffic volume and collision data) to improve MTI's capacity to complete traffic analyses, including collision analyses and review procedures.

3. FATAL COLLISION REVIEWS

The Fatal and Serious Injury Collision Review Initiative establishes a systemic approach to completing technical reviews of all collisions with a fatality on Manitoba's provincial highway network. The initiative also aims to document and track collision review findings and recommendations that can be addressed through maintenance or capital programming. The initial focus of this initiative is on fatal collisions and is expected to be expanded to include collisions involving serious injuries sometime in the future.

4. NETWORK SCREENING

The objective of the Network Screening Initiative is for MTI to establish and follow a regularly updated network screening process to identify and prioritize safety reviews of collision prone locations on Manitoba's highway network. The network screening process will utilize spatial statistical analyses across the entire provincial highway network in Manitoba based on traffic counts and collision data.

5. SYSTEMIC SAFETY PLANNING

The Systemic Safety Planning Initiative involves developing systemic road safety plans to guide the application of safety treatments at locations with high collision frequency, as well as at locations with similar features to those with high collision frequency. The initiative involves using data and network information to identify locations across the provincial highway network that are similar to where a significant number of collisions have occurred. The intent is to make improvements proactively in areas that are statistically predicted to experience similar collisions/outcomes.

6. INDIGENOUS COMMUNITY ROAD SAFETY

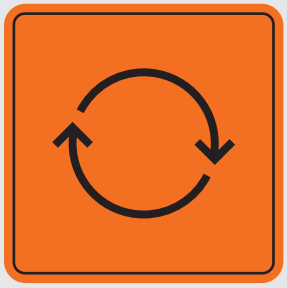
The Indigenous Community Road Safety Initiative aims to complete analysis and consultation to inform the development of appropriate treatments to improve road safety and reduce fatal and serious injury collisions on provincial roads in Indigenous communities. This initiative is still under development, but the main goal will be to work with the communities and federal government to improve road safety on provincial roads in Indigenous communities.

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.

MTI'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
- Infrastructure to support resource development, including mining and mineral exploration

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
- Flood mitigation projects
- Flood protection (community ring dikes, expanding flow capacity)

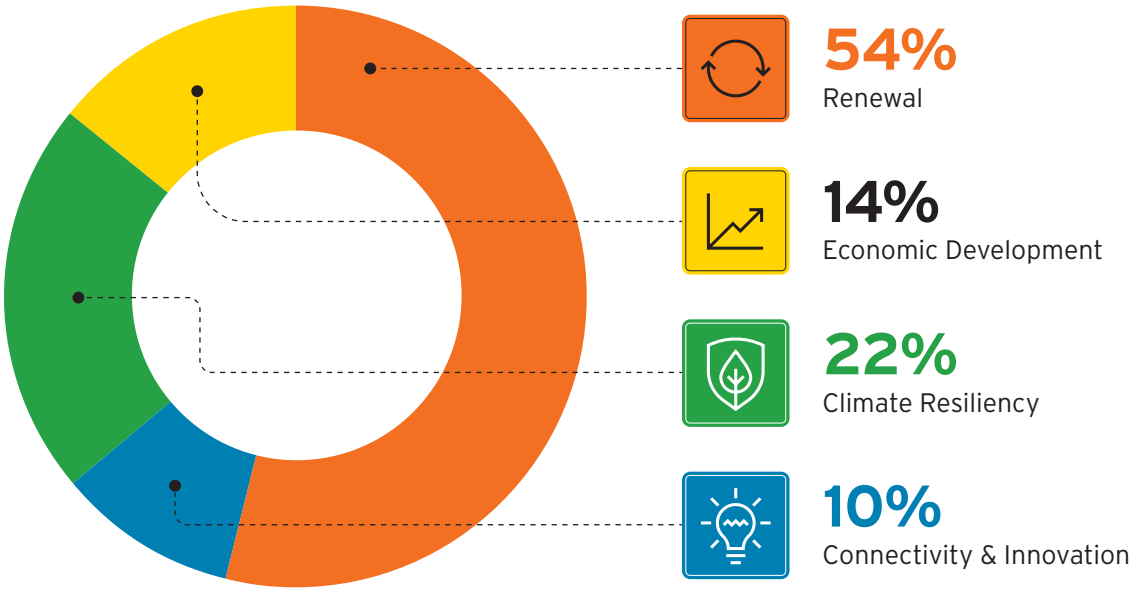
CONNECTIVITY & INNOVATION

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)

2024/2025 MULTI-YEAR INFRASTRUCTURE INVESTMENT STRATEGY CATEGORY DISTRIBUTION



INFRASTRUCTURE PROJECT TYPES OVERVIEW

MTI 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 $1.5 million**. Medium capital projects are defined as projects whose total cost is **greater than $1.5 million and less than $10 million**. Major capital projects are defined as projects whose total cost is **greater than $10 million**. These projects are further organized based on several project types relating to the capital infrastructure program the project supports.

PROJECT SELECTION

MTI 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

PROJECT TIMELINES

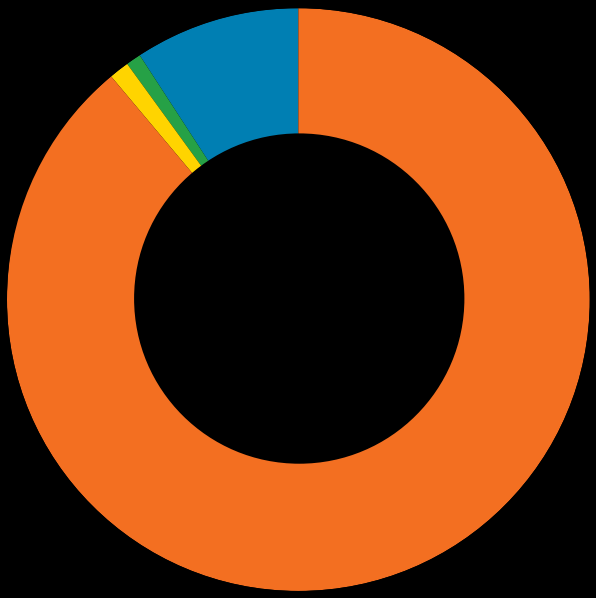
MTI utilizes project management for the co-ordination and management of capital projects to ensure a consistent and collaborative approach to executing projects. This includes clearly defined project requirements and effective planning of projects to ensure outcomes, resource requirements, risks and 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:

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.**

Phase 1		**Phase 2**	
PROGRAM DEFINITION		DEVELOPMENT OF DESIGN	
Project Planning	Pre-design and programming	Design	Tender
1-24+ months	12-48 months	12-24 months	2-3 months
Phase 3		**Phase 4**	
CONSTRUCTION		POST-CONSTRUCTION	
Construction		Cleanup	Preservation
12-48+ months		1-12 months	12+ months after construction

Breakdown of MTI's 2024/2025 Multi-year Infrastructure Investment Strategy



89% Highway

1% General

1% Airport

9% Water

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., 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, operation, 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

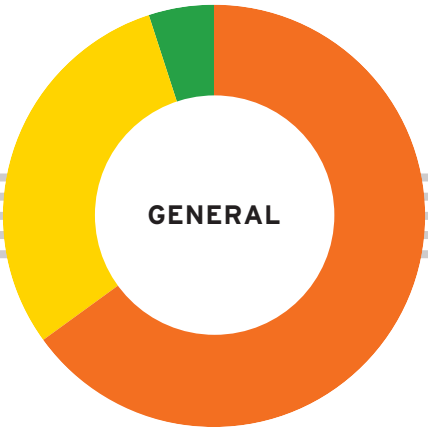
2024/2025 Multi-year Infrastructure Investment Strategy

SUMMARY

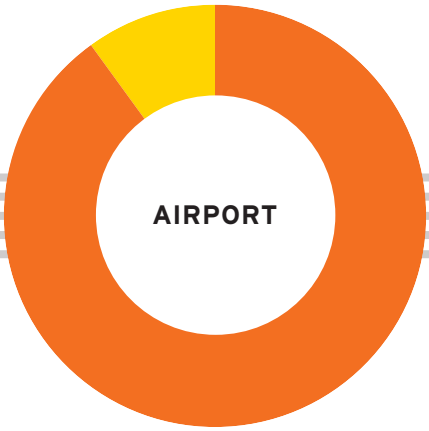
Manitoba's 2024/2025 Multi-year Infrastructure Investment Strategy, including project highlights and the five-year plan, is outlined by program in the following pages. The table of the five-year plan provides the following information about each project:

- 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
- If the project is cost-shared or subject to federal funding

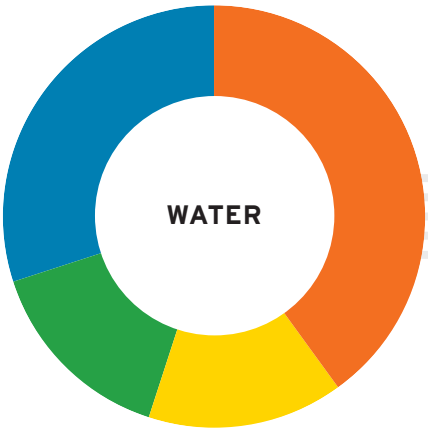
MULTI-YEAR ASSET DISTRIBUTION AMONG INFRASTRUCTURE PROGRAMS



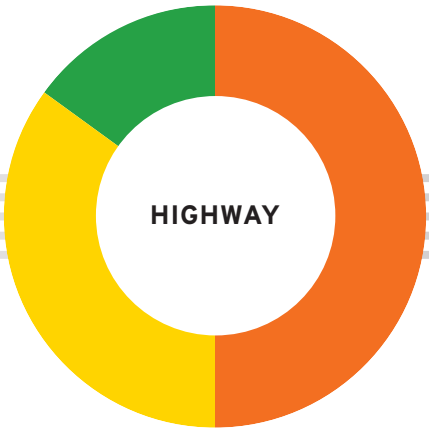
- Facilities
- Northern Airports & Marine Facilities
- Equipment



- Airport & Runway Improvements
- Fencing



- Structures
- Culverts & Safety
- Drain Rehab
- Flood Protection



- Paving
- Structures
- Traffic-Related Improvements

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 2024/2025 Multi-year Infrastructure Investment Strategy are located here: **gov.mb.ca/mti/myhis**

HBP Cargo Ship (Port of Churchill)

Investments in Other Infrastructure

Manitoba's transportation system includes many assets and services that are not government owned and operated, but which still serve the public interest by enabling the movement of people and goods, and the delivery of vital public services.

As integral parts of our transportation system, MTI provides capital grants to the following non-government entities that are critical to public services and economic growth:

HUDSON BAY RAILWAY AND THE PORT OF CHURCHILL

The Hudson Bay Railway (HBR) and **Port of Churchill** are important transportation system components to northern and Indigenous communities and businesses. The department is committed to working with the federal government and the **Arctic Gateway Group (AGG)**—as the Indigenous-owned corporation operating these assets—to support the overall Churchill Gateway System's development as a transportation and supply chain hub.

In addition to **$73.8 million (M)** committed over two fiscal years (2022/2023 and 2023/2024) to support the Hudson Bay Railway capital rehabilitation program, MTI will administer an additional $30M for the 2024/2025 fiscal year as part of a larger **$60M partnership** with Canada to improve the performance, reliability, and investment-attractiveness of HBR and the Port.

This funding will be foundational to a longer-term plan being developed by AGG to bring new economic activity to the system. This will contribute to northern economic development, Indigenous economic reconciliation, and support the system towards becoming financially self-sustaining.

THOMPSON AIRPORT

Thompson Airport, owned and operated by a community-oriented corporation, is hub for northern passenger and cargo services, with a service catchment of **37 towns and villages** (many remote and Indigenous). MTI has committed **$15M** over several years to the capital redevelopment of the airport—an overall **$125M** project that includes a new air terminal building, relocation of air-side and non-air side infrastructure, and expansion of a related sewage lagoon. After project completion, as a hub for travel to and from remote communities, Indigenous peoples can expect an improved and culturally sensitive air travel experience—for example the airport is expected to have a dedicated elder's area.

CENTREPORT CANADA RAIL PARK

CentrePort Canada Inland Port is an economic development initiative launched by the Manitoba government in 2009 to leverage Manitoba's competitive transportation network in the northwest capital region to attract trade-based investment. One of the key priorities of CentrePort Canada Inc, as the legislated facilitator of the inland port initiative, is to develop a rail park to increase investment attraction into the facility. MTI is supporting the CentrePort Canada Rail Park with an investment of up to **665 acres** of crown lands over 10 years. **194 acres** have already been provided, and the rail park secured its first tenant in August 2023. MTI will also provide grant funding of **$250K** to the CentrePort Canada Inc. to support its operation in 2024/2025.

Project Highlights

CLIMATE RESILIENCY

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 2024/2025 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 M

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).

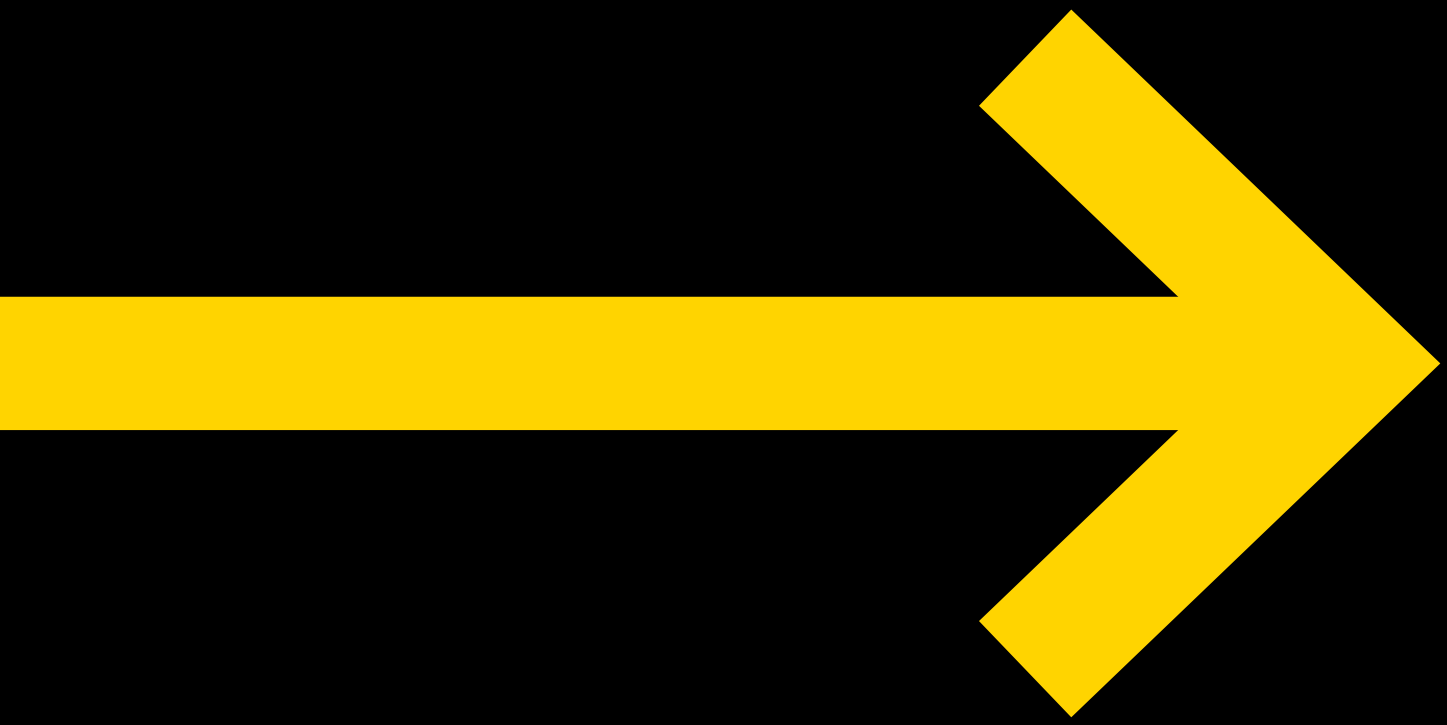
The Lake Manitoba Outlet Channel will carry water directly into Lake St. Martin and will act in parallel with the existing Fairford River Water Control Structure during periods when the water level in Lake Manitoba is above the top of its target operating range of 247.65 metres (812.5 feet ASL).

INTENDED OUTCOMES

- Mitigate flood impacts
- Improved level of service
- Improved public safety

Project Highlights

AIRPORT RUNWAY INFRASTRUCTURE



Airport Runway Infrastructure

Gods Lake Narrows Airport Runway Repairs/Improvements

GODS LAKE NARROWS AIRPORT

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$18.02 M

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
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- Reduced aircraft wear
- Improved drainage
- Extended runway life
- Enables future increased traffic volumes
- Improved operations
- Significantly reduces traffic congestion
- Mitigate deterioration of runway substructure

Wasagamack New Airport

WASAGAMACK AIRPORT

STRATEGIC INITIATIVE
Connectivity and Innovation

CURRENT COST ESTIMATE
TBD

PROJECT SCOPE
Functional Design Study followed by design and construction of terminal building, equipment shop, storage garage, boundary fencing, runway, apron, taxiways and installation of new MIRLS to adhere to and meet Transport Canada Aerodrome Standards and Recommended Practices.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety
- Reduced aircraft wear
- Improved drainage
- Build runway to meet Transport Canada Regulations

** Oxford House Airport Runway Rehabilitation

OXFORD HOUSE AIRPORT

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$14.88 M

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
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- Reduced aircraft wear
- Improved drainage
- Extended runway life
- Enables future increased traffic volumes
- Improved operations
- Mitigate deterioration of runway substructure
- Rebuild runway to meet Transport Canada Regulations

** Pukatawagan Airport Runway Rehabilitation

PUKATAWAGAN AIRPORT

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$25.29 M

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
- Improved level of service
- Improved public safety
- Reduced aircraft wear
- Improved drainage
- Extended runway life
- Enables future increased traffic volumes
- Improved operations
- Mitigate deterioration of runway substructure

** Poplar River Airport

POPLAR RIVER AIRPORT

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$45.79 M

PROJECT SCOPE
Replacement of the current airport, with all new runway, apron, taxiway and Airport terminal. The new airport site will be adherent to Transport Canada regulation TP 312, and will be large enough to accommodate a greater variety and larger aircraft.

***This project is subject to Federal Funding*

INTENDED OUTCOMES
- Improved level of service
- Improved public safety
- Reduced aircraft wear
- Improved drainage
- Extended runway life
- Enables future increased traffic volumes
- Improved operations
- Rebuild runway to meet Transport Canada Regulations

LEGEND

Region/District

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Strategic Investment

Renewal
Climate Resiliency
Economic Development
Connectivity & Innovation

2024/2025 PROJECTS LIST

Strategic Investment	Region	Airport Runway Infrastructure		
		LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	**Project Type**	**ESTIMATED COST ($ Millions)**
	N	Gods Lake Narrows Airport*	Runway Improvement	18.02
	N	Oxford House Airport**	Runway Rehabilitation	14.88
	N	Poplar River**	New Airport	45.79
	N	Pukatawagan Airport**	Runway Rehabilitation	25.29
	N	Tadoule Lake Airport	Wildlife Fencing	2.13
	N	Wasagamack*	New Airport	TBD

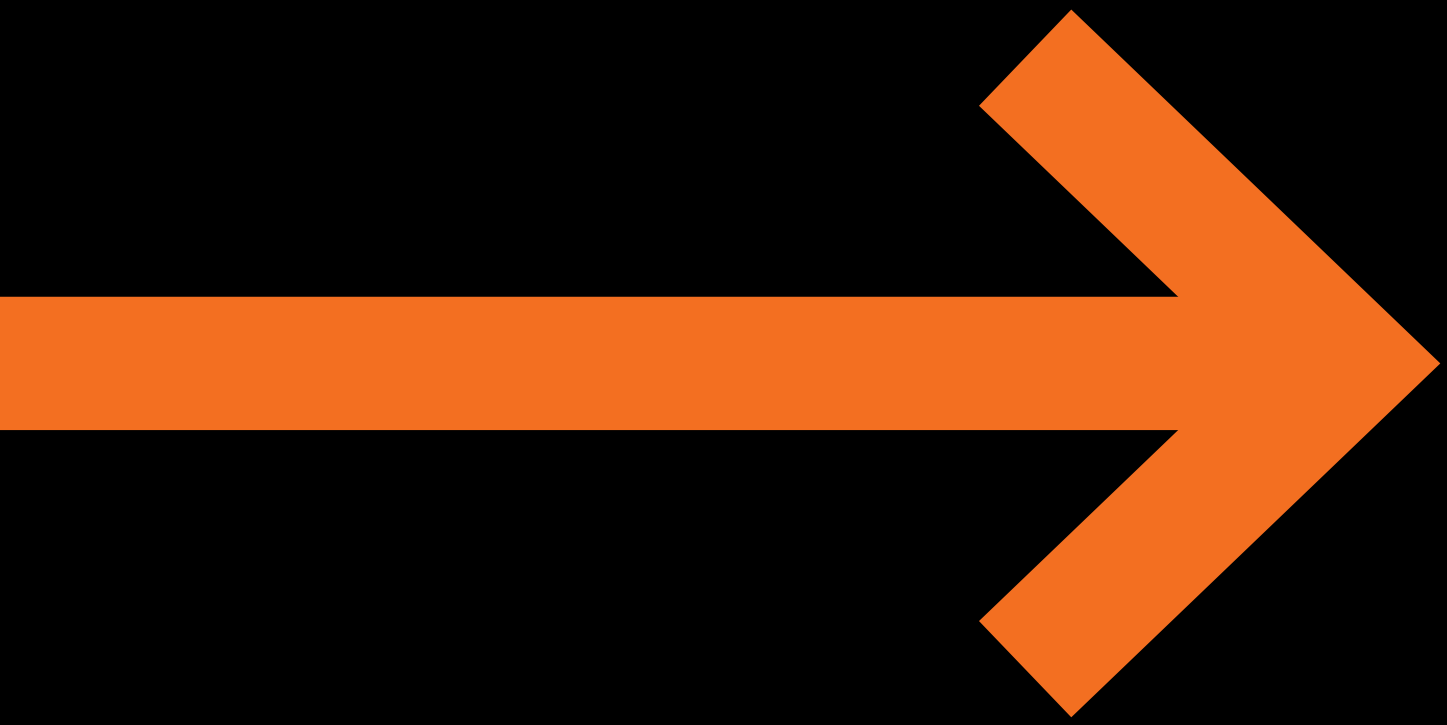
2025-2029 PROJECTS LIST

Strategic Investment	Region	Airport Runway Infrastructure		
		LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	**Project Type**	**ESTIMATED COST ($ Millions)**
	N	**Cross Lake Airport****	**Runway Improvement**	**12.8**
	N	Island Lake Airport - Apron	Runway Rehabilitation	0.46
	N	**Island Lake Airport****	**Runway Improvement**	**22.63**
	N	**Little Grand Rapids Airport****	**Runway Rehabilitation**	**11.45**

God's Lake Narrows Airport airside rehabilitation project

Project Highlights

GENERAL CAPITAL



General Capital

Weigh Scale Construction

HEADINGLEY: 1.5KM EAST OF GAOL ROAD

INVESTMENT CATEGORY
Connectivity and Innovation

CURRENT COST ESTIMATE
$3.00 M

PROJECT SCOPE

The current weigh station in Headingley is the busiest truck traffic inspection location in Manitoba due to its location on the TransCanada Highway (PTH 1) in the Capital Region. It was designed and built in the early 1960s. Truck traffic was less, and vehicles were smaller. At that time, truck tractors/semi-trailers rarely exceeded 18m in length. Today, the common mode of east-west freight transportation involves the use of long combination vehicles in excess of 40m. 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, acceleration and deceleration lanes will be designed to meet current geometric standards.

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Improved public safety
- New pavement to restore serviceability
- Improved drainage
- Improved operations at the intersection
- Significantly reduces traffic delays
- Improvements to key economic trade routes
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

New Terminal Building

TADOULE LAKE AIRPORT

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$4.90 M

PROJECT SCOPE
The existing terminal building is used as both a terminal building and an equipment storage garage. Existing size of the terminal building and garage do not meet size requirement for passenger volumes and equipment storage.

Construction of a new terminal building and retrofitting the existing terminal building into an equipment shop.

INTENDED OUTCOMES
- Improved level of service
- Improved public safety
- Enables future development
- Advances Truth and Reconciliation

Navigational Aids - MIRLS/PAPI/FEC

BLOODVEIN AIRPORT

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$2.90 M

PROJECT SCOPE
Supply and install new MIRLS (Medium Intensity Runway Lighting System), LED PAPIs, and FEC at York Landing airport.

INTENDED OUTCOMES
- Improved level of service
- Improved public safety
- Significantly reduces aircraft traffic delays
- Reduce risk for an accident by increasing visibility by upgrading lighting system
- Enhanced visual aids for aircraft
- Reduce operating costs at Bloodvein airport

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2024/2025 PROJECTS LIST

Strategic Investment	Region	General Capital LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
Renewal	C	Carman Yard	Building	0.02
Renewal	C	Carmen Yard - Fabric Shed	Building	0.25
Renewal	C	Hadashville Maintenance Yard - Equipment Shed	Building	1.00
Climate Resiliency	C	Headingley: 1.5km East of Gaol Road	Weight Scale Improvements	3.00
Renewal	C	**St. Pierre Maintenance Yard - Equipment Shed**	**Building**	**0.91**
Renewal	C	Traffic Engineering Yard (8385 Wilkes Ave.) - Traffic Signals Warehouse	Building	3.13
Renewal	W	Manitou Maintenance Yard - Equipment Shed & Office	Building	1.70
Climate Resiliency	N	Bloodvein Airport**	Navigational Aid Improvements	2.90
Climate Resiliency	N	Cross Lake Airport**	Navigational Aid Improvements	2.25
Renewal	N	Gods Lake Narrows Airport - Terminal Building	Building	2.95
Renewal	N	Split Lake/York Landing	Ferry Landing Improvements	2.00
Renewal	N	Thompson Maintenance Yard - Equipment Shed & Office	Building	1.60

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2025-2029 PROJECTS LIST

Strategic Investment	Region	General Capital LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
Renewal	C	Deacons Corner Maintenance Yard - Storage Shed	Building	0.36
Renewal	C	East St Paul Maintenance Yard - Equipment Shed	Building	1.80
Renewal	C	Manigotagan Maintenance Yard - Equipment Shed	Building	0.86
Renewal	C	**Morden Maintenance Yard - Equipment Shed**	**Building**	**1.51**
Renewal	C	**St. Norbert Maintenance Yard - Equipment Shed**	**Building**	**1.54**
Renewal	C	**Whitemouth Maintenance Yard - Equipment Shed & Office**	**Building**	**1.14**
Renewal	W	Birtle Maintenance Yard - Office	Building	0.40
Renewal	W	Brandon Maintenance Yard - Equipment Shed	Building	0.48
Renewal	W	Gladstone Maintenance Yard - Equipment Shed	Building	0.72
Renewal	W	**Hamiota Maintenance Yard - Equipment Shed**	**Building**	**0.64**
Renewal	W	**Melita Maintenance Yard - Equipment Shed**	**Building**	**0.64**
Renewal	N	**Ashern Engineering - Office**	**Building**	**0.99**
Renewal	N	Brochet Airport - Equipment Shop Addition	Building	0.88

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Strategic Investment	Region	General Capital LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
	N	Carberry Maintenance Yard - Office Addition	Building	0.37
	N	Fisher Branch Maintenance Yard - Equipment Shed & Office	Building	0.88
	N	Gypsumville Maintenance Yard - Equipment Shed	Building	0.27
	N	Lac Brochet Airport - Baggage Check Addition	Building	0.96
	N	Lynn Lake Maintenance Yard - Equipment Shed & Office	Building	1.40
	N	McCreary Maintenance Yard - Equipment Shed & Office	Building	0.73
	N	Red Sucker Lake - Equipment Shop	Building	3.83
	N	South Indian Lake	Ferry Landing Improvements	8.75
	N	Tadoule Lake - Terminal Building	Building	4.90
	N	The Pas Maintenance Yard - Equipment Shed	Building	0.47
	N	**Thompson Maintenance Yard - Salt Bin**	**Building**	**0.44**
	N	Wabowden Maintenance Yard - Equipment Shed & Office	Building	1.30
	N	York Landing Airport**	Navigational Aid Improvements	2.25

Project Highlights

WATER-RELATED INFRASTRUCTURE

Water-Related Infrastructure

Structure Replacement

MAPLE CREEK DRAIN: 32-15-11E

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$2.10 M

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 and require regular maintenance. The replacement structure shall meet current design, codes and safety standards and alleviate issues due to ice jams.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved drainage to support agricultural activity
- Improved public safety
- Enables future development

Drainage Improvements

NETLEY CREEK: 7-17-3E

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$1.09 M

PROJECT SCOPE
Netley Creek is located adjacent to a municipal road that is a school bus and emergency services route. The project will reconstruct approximately 3km of the drain that is owned by the Province, to bring it the current agricultural drainage standards.

INTENDED OUTCOMES
- Improved level of service
- Support economic growth in rural Manitoba
- Improved drainage to support agricultural activity
- Enables future agricultural development

Minor Drain Rehabilitation: Drainage Improvements

DEADHORSE CREEK: VARIOUS LOCATIONS

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$2.05 M

PROJECT SCOPE
The project will re-establish the original cross-section of the drain, as well as identify and replace any deficient through-dike culverts to prevent future flooding.

INTENDED OUTCOMES
- Improved level of service
- Improved public safety
- Improved drainage to support agricultural activity
- Enables future agricultural development

Dam or Control Structure Rehabilitation

RIVERS DAM: SW 19-12-20W

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$65.20 M

PROJECT SCOPE
A former federal agency called Prairie Farm Rehabilitation Administration (PFRA) constructed the Rivers Dam in 1960 to create 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 3.1m above the reservoir's target water level. Major components of the dam are nearing end of service life and require upgrading to meet current Canadian Dam Association guidelines for design flood events. The project will include design and construction of the upgrade / rehabilitation work of the spillway and riparian conduit structures so the dam can safely pass the design flood event.

INTENDED OUTCOMES
- Improved level of service and confidence in existing structures
- Improved public safety
- Extend the service life of the structures 40+ years
- Support economic growth in rural Manitoba

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2024/2025 PROJECTS LIST

Strategic Investment	Region	Water-Related Infrastructure **LOCATION DESCRIPTION** * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
Renewal	**RR**	A Drain: 30,31-06-08E	Culvert Improvements	0.33
Climate Resiliency	**RR**	Assiniboine River Dikes: Between Portage la Prairie & Baie Ste. Paul	Dike Rehabilitation	0.18
Climate Resiliency	**RR**	Assiniboine River Dikes: Between Portage la Prairie & Baie Ste. Paul*	Dike Rehabilitation	8.00
Renewal	**RR**	At Deadhorse Creek: NE 13-3-4W	Culvert Improvements	0.50
Climate Resiliency	**RR**	Atchison Drain (intersects Vouriot Rd): W 34-08-2E*	Flood Restoration - Culvert Replacement	0.55
Renewal	**RR**	Aubugny Drain: 21-05-02E	Culvert Improvements	0.10
Renewal	**RR**	Bachman Drain: E 22,23,24,13,12,7,8-13-8E	Drain Rehabilitation	0.15
Renewal	**RR**	Buffalo Creek (Rd 2N): NW 11-01-04*	Flood Restoration - Drain Rehabilitation	0.25
Renewal	**RR**	Buffalo Creek: At PR 306 crossing (NW 25-1-3)*	Flood Restoration - Drain Rehabilitation	0.45
Renewal	**RR**	Carey Drain: 14-6-3E; 2,11-6-3E; 24-5-3E	Drain Rehabilitation	1.30
Climate Resiliency	**RR**	Carman Dam: SW 25-06-05W	Dam or Control Structure Rehabilitation & Safety Improvements	3.70
Renewal	**RR**	Chortitz Drain: 2-7-5E--SW 26-7-5E	Drain Rehabilitation	1.10

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Water-Related Infrastructure

Strategic Investment	Region	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
Renewal	RR	Colony Creek (intersects with Rd 66N)*	Flood Restoration - Culvert Replacement	1.00
Renewal	RR	Deadhorse Creek: 30-03-01W; 19,25,26,27,28,29,30-03-02W; 11,12,13,14,15,16,17,18,24-03-03W; 19,20,21,22,23,24-03-04W; 23,24-03-05W	Drain Rehabilitation	2.05
Renewal	RR	Deadhorse Creek: SE 20-3-3W*	Flood Restoration - Culvert Replacement	0.45
Renewal	RR	Devils Creek: N 16-14-6E	Structure	1.80
Renewal	RR	Dominion City Community Dike - Roseau Riverbank*	Flood Restoration - Dike Rehabilitation	1.50
Renewal	RR	D20 Bridge: N 13-7-3E	Structure	1.75
Renewal	RR	Dufrost Drain: 08,09,10,11,12,17,18-05-03E, 7-05-04E	Drain Rehabilitation	1.50
Climate Resiliency	RR	Elm River Pump Station: (Assiniboine R Pumpsite "W")	Pump Station Replacement	2.15
Climate Resiliency	RR	Emerson Ring Dike	Dike Rehabilitation	0.11
Climate Resiliency	RR	Emerson/West Lynne Dike*	Pump Station Replacement	20.36
Climate Resiliency	RR	English Brook: Wanipigow Dam 25-10E*	Dam or Control Structure Replacement & Safety Improvements	5.80

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Water-Related Infrastructure

Strategic Investment	Region	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
	RR	Falcon Lake Dam: NW 23-08-16E*	Dam or Control Structure Replacement & Safety Improvements	4.44
	RR	Fish Creek: NW 9-9-6E--SW 18-9-7E	Drain Rehabilitation	0.27
	RR	Forrester: S 25-06-02W	Culvert Improvements	0.10
	RR	Gardenton Floodway	Flood Protection Enhancement	5.00
	RR	**Glenlea Drain: NE 12-08-2E**	**Drain Rehabilitation**	**4.90**
	RR	Hespeler Channel: 0.1km downstream of Rd 20W*	Flood Restoration - Drain Rehabilitation	0.90
	RR	Jessica Lake Dam	Dam or Control Structure Rehabilitation & Safety Improvements	0.79
	RR	Johnson Drain: 01-08-07E	Culvert Improvements	0.42
	RR	Johnson Drain: NE 03-09-1W*	Flood Restoration - Culvert Replacement	0.55
	RR	Johnson Drain: S of Rd 49N-W of Rd 2W (NE 3-9-1W)*	Flood Restoration - Drain Rehabilitation	0.30
	RR	Johnson Drain--near Ferndale	Drain Rehabilitation	0.96
	RR	Joubert Creek Extension (PWW) from NE 12-04-07E--N 10-0406E*	Flood Restoration - Drain Rehabilitation	0.10

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Water-Related Infrastructure

Strategic Investment	Region	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
	**RR**	Joubert Creek: 34-05-04E*	Flood Restoration - Drain Rehabilitation	0.10
	**RR**	Kirk Drain: N-NE 4-9-01	Culvert Improvements	0.33
	**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	Drain Rehabilitation	14.43
	**RR**	La Salle River Pump Station (Assiniboine R Pumpsite "Y")	Pump Station Replacement	2.06
	**RR**	MacDonald Drain: 02,03,09,10,16,17-03-10W, 34-02-10W	Drain Rehabilitation	1.00
	**RR**	Main Drain: North of PR 201	Drain Rehabilitation	0.32
	**RR**	Manning Canal Drain: 23,27,28,32,33-7-5E; 5,6-8-5E	Drain Rehabilitation	7.08
	**RR**	Manning Canal: N of NW 18-7-6E	Structure	2.10
	**RR**	Maple Creek Drain: 32-15-11E	Structure	2.10
	**RR**	Maple Creek Drain: RM of Lac Du Bonnet	Drain Rehabilitation	7.27
	**RR**	Mary Jane Dam: SW 09-04-09W*	Dam or Control Structure Rehabilitation & Safety Improvements	0.19
	**RR**	Meridian Drain: At Road 63N and Road 1E (PWW)*	Flood Restoration - Culvert Replacement	0.60

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Water-Related Infrastructure

Strategic Investment	Region	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
Renewal	RR	Mill Creek Pump Station: (Assiniboine R Pumpsite "Z")	Pump Station Replacement	2.63
Climate Resiliency	RR	Morris Dike	Pump Station Replacement	4.33
Renewal	RR	NAUM Canal: North Arm Upper Manning, E 12-7-6E	Culvert Improvements	0.39
Renewal	RR	NAUM Canal: North Arm Upper Manning, E 12-7-6E	Culvert Improvements	0.39
Renewal	RR	North Assiniboine River Dikes: RL 119 & 120	Dike Rehabilitation	2.67
Renewal	RR	North Assiniboine River Dikes: RL 45 & 46	Dike Rehabilitation	2.67
Climate Resiliency	RR	Oak Bluff Drain (intersects with Rd 50N): N 07-09-2E*	Flood Restoration - Culvert Replacement	0.69
Climate Resiliency	RR	Oak Bluff Drain (intersects with Rd 6E): W 18-09-2E*	Flood Restoration - Culvert Replacement	0.69
Renewal	RR	Oak Bluff Drain (intersects with Rd 7E)	Structure	1.00
Renewal	RR	Pansy Drain: N16-5-6E, N 9-5-6E	Culvert Improvements	0.58
Renewal	RR	Piney West Drain: 01-02-11E, 28,34,35-01-11E	Drain Rehabilitation	0.49
Climate Resiliency	RR	Portage Diversion Channel*	Flood Protection Enhancement	3.20
Climate Resiliency	RR	Portage Diversion Inlet*	Flood Restoration - Structure Rehabilitation	0.50

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Water-Related Infrastructure

Strategic Investment	Region	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
	RR	**Portage Diversion Outlet: 3.6km W of PR 240--2.8km W of PR 240**	**Flood Protection Enhancement**	**5.58**
	RR	Portage Diversion: Assiniboine River Control Structure NW 26-11-07W	Structure Rehabilitation	5.90
	RR	Portage Diversion: Reservoir 22 & 27-11-07W	Flood Protection Enhancement	1.20
	RR	Prefontaine Drain: RL 249--NE 5-8-4E, NW 4-8-4E--NE 27-7-4E	Drain Rehabilitation	0.30
	RR	Red River Floodway Channel	Structure Rehabilitation	0.15
	RR	Red River Floodway Inlet Control Structure	Structure Rehabilitation	1.46
	RR	Red River Floodway Inlet*	Flood Restoration - Drain Rehabilitation	0.48
	RR	Red River Floodway Outside Drain (South): Red River--Grande Pointe*	Flood Restoration - Drain Rehabilitation	0.76
	RR	Red River Floodway: Inlet Control Structure	Structure Rehabilitation	1.50
	RR	Rempel Drain: W4-3-1E; N31,32,33-2-1E; N25,26,E36-2-1W	Drain Rehabilitation	2.45
	RR	Ridgeville Drain: 35,35-1-3E; 31,32-1-4E	Drain Rehabilitation	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	Drain Rehabilitation	5.06
	RR	Rosenheim Drain: NE 15-2-3W*	Flood Restoration - Culvert Replacement	1.00

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Strategic Investment	Region	Water-Related Infrastructure **LOCATION DESCRIPTION** * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
	**RR**	Sapinski Drain (9.0km)**	Flood Restoration - Structure Rehabilitation	5.10
	**RR**	Sapinski Drain (Intersects with Rd 48N, W of Rd 7E)*	Flood Restoration - Culvert Replacement	0.81
	**RR**	Sapinski Drain (Intersects with Rd 4E, N of Rd 51N)*	Flood Restoration - Culvert Replacement	0.80
	**RR**	Sapinski Drain (Intersects with Rd 50N, W of Rd 5E)*	Flood Restoration - Culvert Replacement	0.80
	**RR**	Sapinski Drain: NW 01-09-1E (Intersects with Road 49N): NW 01-09-1E*	Flood Restoration - Culvert Replacement	0.60
	**RR**	Sapinski Drain: W 12-09-1E (Intersects with Road 5E): W 12-09-1E*	Flood Restoration - Culvert Replacement	0.59
	**RR**	Scott Drain: E 15-10-3W, W 16-10-4W	Culvert Improvements	0.78
	**RR**	Scott Drain: NW 14-10-3W	Culvert Improvements	0.27
	**RR**	Second Creek D/S most crossing (PWW)*	Flood Restoration - Culvert Replacement	0.61
	**RR**	Seine River Diversion: RL 60 Parish of Ste. Anne--RL 22 Parish of St. Norbert	Structure Rehabilitation	0.18
	**RR**	Shannon Creek Rd 15W*	Flood Restoration - Culvert Replacement	1.00
	**RR**	South Assiniboine River Dikes: RL 23 & RL 24	Dike Rehabilitation	1.87
	**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	Drain Rehabilitation	0.24

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Strategic Investment

Renewal
Climate Resiliency
Economic Development
Connectivity & Innovation

Water-Related Infrastructure

Strategic Investment	Region	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
	RR	St. Adolphe Dike*	Pump Station Replacement	18.20
	RR	St. Adolphe Dike*	Dike Rehabilitation	16.10
	RR	St. Norbert Dam: RL 64 Parish of St. Norbert	Dam or Control Structure Replacement & Safety Improvements	1.90
	RR	St. Pierre Drain: Rat River--9-6-4E, 9-6-4E--W 2-6-4E	Drain Rehabilitation	0.58
	RR	St. Pierre-Jolys Ring Dike	Dike Rehabilitation	0.69
	RR	Ste. Agathe Dike*	Dike Rehabilitation	27.00
	RR	Ste. Elizabeth Drain: NE 11-04-03E	Culvert Improvements	3.10
	RR	Stephenfield Dam: NE 36-06-07W	Dam or Control Structure Rehabilitation & Safety Improvements	0.25
	RR	Sturgeon Creek	Structure	1.80
	RR	Sturgeon Creek: At PR 221 (16-12-1W)*	Flood Restoration - Drain Rehabilitation	0.25
	RR	Sturgeon Creek: SW 11-12-1W	Safety Improvements and Others	0.16
	RR	Taylor Drain: NW 19-6-2E (South of Intersection Rd 6E & Rd 34N)*	Flood Restoration - Culvert Replacement	0.53

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	RR	Third Creek: RL 0040-HE*	Flood Restoration - Culvert Replacement	0.53
	RR	Tourond Creek: 3.2 km south of PR 305 (Wallace Road)	Structure	1.35
	RR	U Drain Outlet: At 18-15-8E*	Flood Restoration - Drain Rehabilitation	0.60
	RR	U-Drain: Rd 45E--Woodrow Rd*	Flood Restoration - Drain Rehabilitation	0.20
	RR	West Dike: PTH 75 near St. Norbert	Dike Rehabilitation	2.90
	RR	Winkler Coulee By-Pass (At PTH 32 & Rd 11N): NW 28-2-4W*	Flood Restoration - Culvert Replacement	1.70
	RR	Youville Drain: Seine River--NE 10-9-4E	Drain Rehabilitation	0.24
	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	Culvert Improvements	0.30
	IL	Angle Drain: 24,25,26,27-25-3E; 19-25-4E	Drain Rehabilitation	0.44
	IL	Arrowmarsh Drain: N 6-14-26W, N 31-13-26W, RD 78,79N	Culvert Improvements	0.18
	IL	Bass Drain (intersection of Rd 11E-Rd 107N): SE-35-18-2E*	Flood Restoration - Culvert Replacement	0.60
	IL	Bass Drain (intersection of Rd 12E-Rd 107N)*	Flood Restoration - Culvert Replacement	0.66
	IL	Birch Creek: SW 33-28-8W*	Flood Restoration - Culvert Replacement	0.54

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	IL	Bottle Creek: 4,3-26-1W, 35-25-1W	Drain Rehabilitation	0.43
	IL	Boundary Creek Drain: 2,3,4,5,6-18-3E	Drain Rehabilitation	15.57
	IL	Boundary Creek: 1-18-3E, 6,5,4-18-4E	Drain Rehabilitation	0.30
	IL	Boundary Drain: 7,8,9-26-07W	Drain Rehabilitation	0.39
	IL	Bump Drain: S 05-25-3E*	Flood Restoration - Culvert Replacement	0.33
	IL	Bump Drain: SE 05-25-3E (near intersection of Rd 144N & Rd 14E)*	Flood Restoration - Culvert Replacement	0.35
	IL	Drunken River: 15,16,20,29,30-21-4E	Drain Rehabilitation	0.34
	IL	East Fisher River: NE 10-24-2W	Culvert Improvements	0.10
	IL	Fairford River Water Control Structure	Safety Improvements and Others	3.00
	IL	Fish Lake Drain (intersects Rd 115N)*	Flood Restoration - Culvert Replacement	3.50
	IL	Fish Lake Drain: 25,26,27,28, 29,30-2--2E: 21,28,29,30-20-3E	Drain Rehabilitation	4.91
	IL	Hatchery Road Drain: 18-19-04W	Drain Rehabilitation	0.86
	IL	Meleb Drain: 1,2,3,6-20-3E & 4,33-19-03E	Drain Rehabilitation	5.64

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	IL	Meleb Drain: At PR 222*	Flood Restoration - Culvert Replacement	2.50
	IL	Meridian Drain: Rd 148 N (NW 23-25-1W)*	Flood Restoration - Culvert Replacement	0.43
	IL	Netley Creek: 7-17-3E	Drain Rehabilitation	1.06
	IL	Netley Creek: N-NW 22-17-02E	Culvert Improvements	1.40
	IL	North Crooked Lake Drain: 13,14,23-23-2E & 3,8,9,10,17,18-23-3E	Drain Rehabilitation	0.96
	IL	Pine Lake Drain: 10-22-7W	Culvert Improvements	0.16
	IL	Progress Drain: N 4-24-4E	Culvert Improvements	0.37
	IL	Rembrandt Drain (intersection of Road 7E and Road 124N)*	Flood Restoration - Culvert Replacement	0.60
	IL	Rembrandt Drain: 17-22-2E	Culvert Improvements	0.11
	IL	Silver Drain: E15-22-2E*	Flood Restoration - Culvert Replacement	4.81
	IL	Sunny Valley School Drain: W 23-28-1W*	Flood Restoration - Culvert Replacement	0.60
	IL	Washow Bay Drain: 3,4,5,10,11-24-3E	Drain Rehabilitation	0.43
	IL	Wavey Creek: E 27-13-2E, NE 43-14-2E	Culvert Improvements	0.16

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	**IL**	514 Drain: SW 34-23-7W	Culvert Improvements	0.10
	**WN**	Brandt Drain: S 25,26,27-40W	Drain Rehabilitation	0.17
	**WN**	Badger Creek: 3,8,9,10 -1-14W	Drain Rehabilitation	0.30
	**WN**	Cox Drain: 18,19,30,31-36-24W & 6-37-24W	Drain Rehabilitation	6.00
	**WN**	Craigsford Drain: 31-37-25W & 36-37-26W	Drain Rehabilitation	1.90
	**WN**	Deloraine Dam: 30-02-22W	Dam or Control Structure Replacement & Safety Improvements	16.80
	**WN**	Gimby Drain: N27-1-15W to N31-1-15W	Drain Rehabilitation	0.35
	**WN**	Ingimundson Drain: 24,25-16-9W	Drain Rehabilitation	0.14
	**WN**	Kemulth Creek: 19,30-38-26W	Drain Rehabilitation	0.33
	**WN**	Mink Creek: (1,6,12)-29-19W; (7-11)-29-20 W; (7-12,15)-29-21W	Culvert Improvements	0.14
	**WN**	Minnedosa Dam*	Flood Restoration - Structure Rehabilitation	1.50
	**WN**	Oak Lake Dam: SW 12-08-25W*	Dam or Control Structure Replacement & Safety Improvements	7.53

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Water-Related Infrastructure

Strategic Investment	Region	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
Renewal	WN	Pelican Lak Dam Outlet Channel: 5-4-15W	Drain Rehabilitation	0.83
Renewal	WN	Plum Creek: SE 35-7-24W	Structure	2.40
Renewal	WN	Plum Creek: SE 35-7-24W	Drain Rehabilitation	1.49
Climate Resiliency	WN	Portage Diversion (North of PR 227)	Drain Rehabilitation	0.39
Renewal	WN	Rapid City Dam: NW 20-13-19W*	Flood Restoration - Dam or Control Structure Rehabilitation	5.50
Climate Resiliency	WN	Rivers Dam: SW 19-12-20W	Dam or Control Structure Rehabilitation & Safety Improvements	8.00
Climate Resiliency	WN	Rivers Dam: SW 19-12-20W*	Flood Restoration - Dam or Control Structure Rehabilitation	57.20
Climate Resiliency	WN	Shellmouth Dam Rehabilitation: 1 & 11-23-29W*	Dam or Control Structure Rehabilitation & Safety Improvements	9.52
Renewal	WN	Small Creek: 13,18-30-20W; 7-11,13,14-30-19W; 18-30-18W	Drain Rehabilitation	1.06
Renewal	WN	**Smith Creek Sec SW34-37-28W, S33-37-28W, SE32-37-28W**	**Drain Rehabilitation**	**0.21**
Climate Resiliency	WN	Ste. Rose du Lac Dike	Dike Rehabilitation	0.05

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	WN	Vermilion Dam: 25-23-20W	Dam or Control Structure Rehabilitation & Safety Improvements	3.00
	WN	Vermillion River Dike: 27,28,29-25-18W	Dike Rehabilitation	0.05
	WN	Wawanesa Dam: NW 26-07-17W	Dam or Control Structure Rehabilitation & Safety Improvements	5.80
	WN	Wilson River Dike: 29,31,32-25-19W, 33,34,35,36-25-18W,& 2,3-26-18W	Dike Rehabilitation	0.05
	WN	Zoria Drain: 21,28,33-27-21W	Drain Rehabilitation	0.53
	NN	Carrot River Dike	Dike Rehabilitation	0.05
	NN	Knapp Dam: The Pas	Dam or Control Structure Replacement & Safety Improvements	9.54
	NN	Q Drain: 11,13,14-55-27W	Drain Rehabilitation	0.34

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2025-2029 PROJECTS LIST

Strategic Investment	Region	Water-Related Infrastructure LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
Renewal	RR	**Anderson Drain: N3, N4, N5-5-1E (Phase 1)**	**Drain Rehabilitation**	**3.40**
Renewal	RR	Angle Drain: 03,04,09-05-03E, 24,25,26,34,35-04-03E	Drain Rehabilitation	0.34
Renewal	RR	**Bibeau Creek Diversion**	**Structure**	**3.05**
Renewal	RR	**Brokenhead Drain: E 31-14-08E**	**Culvert Improvements**	**2.00**
Renewal	RR	**Brokenhead Drain: NE 31-14-08E**	**Culvert Improvements**	**0.35**
Renewal	RR	**City Protection Drain: 7,8,17-12-3E - (Phase 1)**	**Drain Rehabilitation**	**3.20**
Renewal	RR	Colony Creek (middle): SE 30-12-1W, S 10-11-1E	Culvert Improvements	0.64
Renewal	RR	Colony Creek (U/S Reach 3 sites): SE 30-12-1W, NE 36-12-1W	Culvert Improvements	0.77
Renewal	RR	**Cooks Creek Diversion**	**Structure Rehabilitation**	**3.80**
Renewal	RR	Edwin Drain: NE 18-11-7W--NW 14-11-8W	Drain Rehabilitation	2.14
Climate Resiliency	RR	Grande Pointe Dike: Town of Grande Pointe	Dike Rehabilitation	0.90
Renewal	RR	Kirk Drain: 29-9-1E	Drain Rehabilitation	0.35

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Strategic Investment	Region	Water-Related Infrastructure LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	Project Type	ESTIMATED COST ($ Millions)
	**RR**	Main Drain #1: 12,13,24,25-16-8E; 30,31-16-9E; 6,7,18-17-8E	Drain Rehabilitation	4.65
	**RR**	**Morris River: NE 04-07-01W**	**Structure Rehabilitation**	**5.40**
	**RR**	Mennard Drain: 15-9-2W, N 8-9-3W	Drain Rehabilitation	1.08
	**RR**	Moose Lake Dam: SW 11-03-16E	Dam or Control Structure Rehabilitation & Safety Improvements	2.35
	**RR**	**Portage Diversion Outlet Structure**	**Structure**	**66.70**
	**RR**	**Red River Floodway (Centerline Drain)**	**Structure**	**3.05**
	**RR**	**Rosenort Dike Inlet Control Structure**	**Dam or Control Structure Rehabilitation & Safety Improvements**	**0.44**
	**RR**	Sanford Dam	Dam or Control Structure Replacement & Safety Improvements	5.15
	**RR**	Stead Drain: NW 28-16-8E--N 26-16-8E, N 26-16-8E--NE 25-16-8E	Drain Rehabilitation	0.41
	**RR**	**St. Adolphe Pump South**	**Pump Station Replacement**	**20.40**
	**RR**	St. Joseph Drain: 20,29,32-2-1E	Drain Rehabilitation	3.01
	**RR**	**W Drain: NW 26-14-08E**	**Culvert Improvements**	**0.43**

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	RR	West Dike: 31-8-3E (RM of Macdonald)	Drain Rehabilitation	0.81
	RR	201 Drain: 14,15,16,17-02-02E	Drain Rehabilitation	2.22
	IL	Burnt Lake Drain: 15,22,26,27,34,35-21-5W	Drain Rehabilitation	0.33
	IL	Domain Drain: N 20-7-2E	Structure	2.08
	IL	Drunken River: NE 15-21-4E	Culvert Improvements	0.29
	IL	Duda Drain: 32-15-3E	Culvert Improvements	0.10
	IL	East Service Road (PTH 6): SW 33-28-08W	Culvert Improvements	0.30
	IL	Island Lake Drain: Sec 36-20-5W and 31-20-4W	Drain Rehabilitation	0.22
	IL	Jackfish Creek: 7,18-15-2E, 13,24-15-1E	Drain Rehabilitation	0.18
	IL	Kris Johnson Drain: SW 31-24-5E	Culvert Improvements	0.11
	IL	Lake St. Francis Outlet Channel: 10-16-4W	Drain Rehabilitation	0.13
	IL	Long Lake Drain: 17,20,29-14-4E	Culvert Improvements	0.11
	IL	Poplarfield Drain: (4-7)-22-2W, (33-35)-21-2W, 8-22-1W	Drain Rehabilitation	0.43

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	IL	St. Jean Baptiste	Pump Station Replacement	14.44
	IL	Sylvan Drain: 20,29,32-23-1E, 5-24-1E	Drain Rehabilitation	0.33
	WN	Community Pasture Drain: 4,9-28-20W	Drain Rehabilitation	0.20
	WN	Elm Creek Channel: NE 3-10-3W--NE 1-10-5W	Drain Rehabilitation	0.67
	WN	Harrington Drain: SW 35-26-20W	Culvert Improvements	0.21
	WN	Hay Creek: NE 28,W 27-35-28W	Drain Rehabilitation	0.14
	WN	Lafacheur Drain: S 4,5,6-38-24W	Drain Rehabilitation	0.14
	WN	Lalecheur Drain: NE 1-38-25W	Culvert Improvements	0.25
	WN	Maple Lakes Drain	Culvert Improvements	0.95
	WN	Mill Creek: NE 2-12-3W	Culvert Improvements	0.33
	WN	Minnedosa Dam	Dam or Control Structure Rehabilitation & Safety Improvements	8.46
	WN	**Pelican Lake Outlet Control Structure**	**Structure Rehabilitation**	**0.99**

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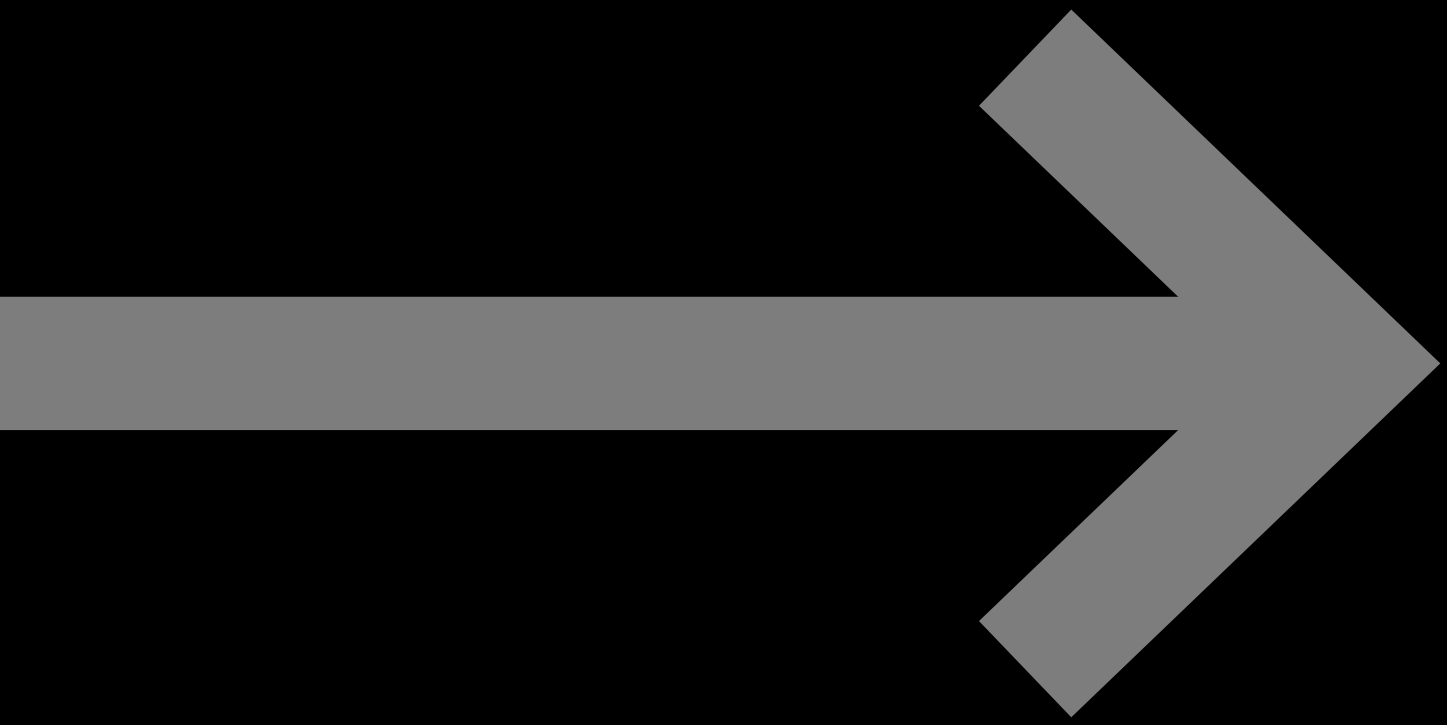
Climate Resiliency	WN	Portage Diversion (East Outside Drain): N of Rd 71N	Drain Rehabilitation	0.63
Renewal	WN	**Salt Creek: NE 17-25-19W**	**Structure**	**2.00**
Renewal	WN	Sleger's Creek	Drain Rehabilitation	0.15
Renewal	NN	Pasquia Lake Drain: 4-54-28W--19-54-27W	Drain Rehabilitation	0.57
Renewal	NN	Pasquia River: At Young Point Road	Structure	2.10
Renewal	NN	Q Drain: 11,13 &14-55-27W	Drain Rehabilitation	0.46

Project Highlights

HIGHWAY INFRASTRUCTURE



Highway Infrastructure

Project highlights are provided for major projects on the Highway Network, but there may be several related projects, with different components, scheduled for a particular area or highway. Refer to the **full 5-Year Plan** for additional details.

PTH 1	INTERSECTION IMPROVEMENTS
INTERSECTION IMPROVEMENTS, AT PTH 5	
INVESTMENT CATEGORY Renewal	**CURRENT COST ESTIMATE** $12.03 M

PROJECT SCOPE

PTH 1 is a major corridor of the national highway system that benefits Manitoba's trade and tourism industries. A recent mass fatality crash at this intersection prompted an in-service safety review to determine short and long term mitigations and investment for intersection improvements.

This project includes a functional design to determine the necessary intersection improvements to provide improved driver guidance, followed by detailed design and construction. As the specific intersection improvement is not yet identified, the amount of land acquisition needed is also unknown.

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Improved operations at the intersection
- Significantly reduces traffic delays
- Improvements to key economic trade routes
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 1

SURFACE RECONSTRUCTION (COST-SHARED PTIC-NRP)

PTH 1 FROM 0.8KM WEST OF PR 334 TO PR 334

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$24.00 M

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 Town 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 through the transition from rural to urban highway. At certain locations, the highway will have turn lanes to allow for dedicated left and/or right-turning movements. The project will also include access rationalization, improving existing intersections, and constructing service roads to redirect traffic to the appropriate intersections.

INTENDED OUTCOMES

- Improved level of service
- Improved public safety
- Enables future development
- Improved safety at the intersections
- Improved operations at the intersections
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Lower number of collisions

PTH 1

STRUCTURE

BRIDGE REPLACEMENT AT ASSINIBOINE RIVER, 0.8KM WEST OF EAST JCT PTH 26 (E/B)

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$16.83 M

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

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Continued/sustained RTAC level allowable gross vehicle weights
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 1 — STRUCTURE

BRIDGE REPLACEMENT AT SYMINGTON YARD OVERPASS (EAST OF WINNIPEG)

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$57.19 M

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
- Improved level of service
- Improved public safety
- Continued/sustained RTAC level allowable gross vehicle weights
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 1 — SURFACE RECONSTRUCTION (TWINNING)

PTH 1 FROM 5.0KM WEST OF PR 301 TO ONTARIO BOUNDARY

INVESTMENT CATEGORY
Connectivity and 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 Boundary is an east-west link. As part of the Trans-Canada Highway, it supports commercial and tourist traffic, local community, 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 of PTH 1 not yet twinned in Manitoba.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety
- Reduced vehicle wear and travel times
- Improved esthetics for the business area
- Removal of guardrail
- Extended pavement life
- Enables future development
- Improved operations at intersections
- Improvements to key economic trade routes
- Mitigate deterioration of road substructure
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 2

SURFACE REHABILITATION (COST-SHARED PTIC-NRP)

PTH 2 FROM PR 240 TO PTH 13

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$35.90 M

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 relocate a Provincial Access Road away from a curve, addressing both safety and local operation issues.

INTENDED OUTCOMES
- Improve riding quality
- Reduced vehicle wear and travel times
- Continued/sustained RTAC level allowable gross vehicle weights
- Improved safety with curve realignment and intersection improvements
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 3

SURFACE RECONSTRUCTION (TWINNING)

PTH 3 FROM 1.6KM 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 4-lane divided twinned highway. Construction work will include grading, placement of granular material and bituminous pavement and drainage design.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety
- Improved ride quality
- Reduced vehicle wear and travel times
- Improved drainage
- Improved esthetics for the business area
- Enables future development
- Improved operations at the intersections
- Significantly reduces traffic delays
- Improvements to key economic trade routes
- Continued/sustained RTAC level allowable gross vehicle weights

PTH 3 — SURFACE REHABILITATION

PTH 3 FROM SASKATCHEWAN BOUNDARY TO SOUTH JUNCTION PTH 83

INVESTMENT CATEGORY
Economic Development

CURRENT COST ESTIMATE
$16.29 M

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

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Extended pavement life
- Enables future development
- Improved operations at the intersections
- Improvements to key economic commercial routes
- Improved economic enablement by upgrading to RTAC level allowable gross vehicle weights
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Improved economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 3 — STRUCTURE - FLOOD MITIGATION

STRUCTURE REPLACEMENT AT SOURIS RIVER, 0.7KM EAST OF NORTH JUNCTION OF PTH 83 (VICINITY OF MELITA)

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$19.64 M

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, highway safety standards and will be designed to better accommodate flood events on the Souris River.

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Continued/sustained RTAC level allowable gross vehicle weights
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 5	SURFACE REHABILITATION
PTH 5 FROM PTH 23 TO PTH 2	
INVESTMENT CATEGORY Economic Development	**CURRENT COST ESTIMATE** **$36.40 M**

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 local 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
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- Improved drainage to support agricultural activity
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Extended pavement life
- Enables future development
- Improvements to key economic trade routes
- Mitigate deterioration of road substructure
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Improved economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 5 — SURFACE REHABILITATION

PTH 5 FROM PTH 2 TO 15.0KM NORTH OF PTH 2

INVESTMENT CATEGORY
Economic Development

CURRENT COST ESTIMATE
$27.27 M

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 local 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
- Supports trade and commerce
- Supports tourism (Spruce Woods Provincial Park)
- Improved level of service
- Improved public safety
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Extended pavement life
- Improvements to economic routes
- Mitigate deterioration of road substructure
- Improved economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 5 — SURFACE REHABILITATION

PTH 5 FROM 15.0KM NORTH OF PTH 2 TO PTH 1

INVESTMENT CATEGORY
Economic Development

CURRENT COST ESTIMATE
$36.00 M

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 riding quality
- Reduced vehicle wear and travel times
- Improved safety with intersection improvements
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Improved economic enablement by upgrading to RTAC level allowable gross vehicle weights

PTH 5 — STRUCTURE

STRUCTURE REPLACEMENT AT ASSINIBOINE RIVER, 11.1KM NORTH OF PTH 2 (AT SPRUCE WOODS)

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$24.09 M

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, will meet current design codes and highway safety standards and will be raised to better accommodate flood events on the Assiniboine River.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety
- Continued/sustained RTAC level allowable gross vehicle weights

PTH 5 — STRUCTURE REHABILITATION

STRUCTURE REHABILITATION AT LAKE OF THE PRAIRIES, 12.6KM WEST OF PTH 83 (WEST OF ROBLIN)

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$17.47 M

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 and approaching the end of it's service life. Rehabilitation of the bridge will increase the level of service and improve highway safety.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety
- Continued/sustained RTAC level allowable gross vehicle weights
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 5A

SURFACE RECONSTRUCTION

IN DAUPHIN, FROM TRIANGLE ROAD TO WHITMORE AVE

INVESTMENT CATEGORY
Economic Development

CURRENT COST ESTIMATE
$21.85 M

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
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Extended pavement life

PTH 6

SURFACE RECONSTRUCTION (TWINNING & PASSING LANES) (COST-SHARED PTIC-NRP)

PTH 6 FROM PTH 101 TO GROSSE ISLE

INVESTMENT CATEGORY
Connectivity and Innovation

CURRENT COST ESTIMATE
$17.11 M

PROJECT SCOPE
PTH 6 is a National Highway System route and represents one of the most important trade and tourism routes for the province. This section of PTH 6 is located on a 2-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 4-lane divided roadway from PTH 101 to the railway crossing approximately 1.5km 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
- Supports trade and commerce
- Improves the reliability and efficiency of Canada's international and inter-provincial 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
- Continued/sustained RTAC level allowable gross vehicle weights
- Reduced greenhouse gas and other harmful vehicle emissions

PTH 6 — SURFACE REHABILITATION

PTH 6 FROM 0.6KM SOUTH OF PR 239 TO FAIRFORD RIVER

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$29.54 M

PROJECT SCOPE
PTH 6 is part of the National Highway System 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
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Extended pavement life
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Continued/sustained RTAC level allowable gross vehicle weights

PTH 8 — SURFACE RECONSTRUCTION

PTH 8 FROM PTH 101 TO PR 230 (S/B)

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$24.40 M

PROJECT SCOPE
Southbound PTH 8 is at the end of its service like 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
- Lower number of collisions
- Improved level of service
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Improved esthetics for the business area

PTH 9

SURFACE REHABILITATION

BITUMINOUS REHABILITATION, 0.1KM NORTH OF PTH 101 TO 1.7KM SOUTH OF PTH 27

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$41.10 M

PROJECT SCOPE

Existing PTH 9 pavement is at the end of its service life. Rapid economic development in the area is putting pressure on the highway network. Intersection upgrades are required to support increasing traffic volumes associated with the adjacent urban development. The upgrade will improve road user safety, extend the life of the road, support adjacent development and minimize maintenance costs.

The scope of the proposed project includes reconstructing the existing pavement, dividing the highway to create a 4-lane divided cross-section, intersection improvements and the addition of activity lanes. Traffic signals, utility relocations, and land acquisition are other major components.

Intersection improvements will be made at Kapelus Drive and Grassmere Road.
Work will include turning lanes and traffic signals

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Improved esthetics for the business area
- Enables future development
- Improved operations at the intersections
- Reduced vehicle wear and travel times

PTH 12 — SURFACE RECONSTRUCTION

PTH 12 FROM PTH 1 TO PTH 15

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$30.30 M

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, shoulder widening, and 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
- Supports trade and commerce
- Improved level of service
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved operations at the intersection
- Improvements to key economic trade routes
- Continued/sustained 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 M

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
- Supports trade and commerce
- Improved level of service
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved operations at the intersection
- Improvements to key economic trade routes
- Continued/sustained RTAC level allowable gross vehicle weights

PTH 16

SURFACE RECONSTRUCTION

BITUMINOUS RECONSTRUCTION, PR 472 TO WEST JCT PR 264 (SOLSGIRTH CURVES)

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$30.00 M

PROJECT SCOPE

PTH 16 is part of the National Highway System and is an important trade and tourism corridor. The project proposes to realign horizontal curves to meet current standards to increase level of service and safety. The surface is in poor condition and has deteriorated to the point where reconstruction is required.

The scope of the project includes surface reconstruction of PTH 16 from PR 472 to the west junction of PR 264 for a total construction distance of 8.7km. Project includes horizontal realignment, fully paved shoulders and intersection improvements.

INTENDED OUTCOMES

- Reconstruct pavement that has extended past its intended life and restore serviceability
- Improve riding quality
- Reduced vehicle wear and travel times
- Improved safety with horizontal curve realignment, fully paved shoulders and intersection improvements.
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Continued/sustained RTAC level allowable gross vehicle weights

PTH 16 (2.0km W of PR 242--1.8km E of PR 242)

PTH 21

SURFACE REHABILITATION

PTH 21 FROM US BORDER TO 3.0KM SOUTH OF PTH 3

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$76.74 M

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

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- Improved drainage to support agricultural activity
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Extended pavement life
- Enables future development
- Improvements to key economic trade route
- Mitigate deterioration of road substructure
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Improved 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
$20.50 M

PROJECT SCOPE

PTH 23 is a 2-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 18.1km of bituminous reconstruction, intersection treatments at four Provincial Road intersections, partially paved shoulders, and the replacement of through-grade culverts.

INTENDED OUTCOMES

- Supports trade and commerce
- Maintained level of service
- Improved public safety
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Improved operations at the intersections
- Continued/sustained RTAC level allowable gross vehicle weights

PTH 34

STRUCTURE

AT ASSINIBOINE RIVER: 12.2KM NORTH OF PTH 2 (NORTH OF HOLLAND)

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$35.31 M

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

- Supports trade and commerce
- Improved level of service
- Improved public safety

PTH 59

STRUCTURE

BRIDGE REPLACEMENT AT BROKENHEAD RIVER, 3.8KM SOUTH OF PR 319 (VICINITY OF SCANTERBURY)

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$13.85 M

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, 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

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Continued/sustained RTAC level allowable gross vehicle weights

PTH 75

STRUCTURE

STRUCTURE, AT MORRIS RIVER: 0.6KM NORTH OF PTH 23

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$83.08 M

PROJECT SCOPE

The bridge over Morris River on PTH 75 was constructed in 1969 and is part of the National Highway System. The bridge is 53 years old, 3 years beyond the end of its design life, and needs to be replaced. A restriction or closure of this bridge will create a significant hardship to industry and the movement of people, goods and services. PTH 75 serves as a major route for north-south traffic between the City of Winnipeg and the United States and conveys approximately 5,490 vehicles per day at this location.

This project involves replacement of the existing bridge with bridges that meet current design codes and highway safety standards.

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Continued/sustained RTAC level allowable gross vehicle weights
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 75 — SURFACE RECONSTRUCTION

PTH 75 FROM 0.5KM NORTH OF PTH 23 TO PR 205 (S/B)

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$29.08 M

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 13.3km of surface reconstruction. The surface will be reconstructed using concrete pavement.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Improved operations at the intersection
- Improvements to key economic trade routes
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 75 — SURFACE RECONSTRUCTION

CONCRETE RECONSTRUCTION, PTH 75 FROM 6.6KM NORTH OF PTH 14 TO 3.4KM SOUTH OF PTH 23 (S/B)

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$47.00 M

PROJECT SCOPE
The existing concrete pavement, constructed in 1995, requires reconstruction to restore the surface of the highway as well as grading to raise the highway elevation to 2009 flood levels.

Work will include grading, shoulder improvements, drainage improvements, intersection improvements, surface reconstruction and rumble strips. The surface will be reconstructed using either concrete or bituminous pavement.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Improved operations at the intersection
- Improvements to key economic trade routes
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 83	SURFACE REHABILITATION
PTH 83 FROM PR 355 TO PTH 42	
INVESTMENT CATEGORY Renewal	**CURRENT COST ESTIMATE** $42.67 M

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

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- Improved drainage to support agricultural activity
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Extended pavement life
- Enables future development
- Improvements to key economic trade routes
- Mitigate deterioration of road substructure
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Improved 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
$151.00 M

PROJECT SCOPE

The project will construct an interchange at St. Anne's Road, pavement reconstruction for 4.4km, 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

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Enables future development
- Improved operations at the intersection
- Significantly reduces traffic delays
- Improvements to key economic trade routes
- Mitigate deterioration of road substructure
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PTH 100

INTERCHANGE CONSTRUCTION

PTH 100, SOUTH PERIMETER HIGHWAY AT PTH 3

INVESTMENT CATEGORY
Connectivity and Innovation

CURRENT COST ESTIMATE
$150.00 M

PROJECT SCOPE

PTH 100 and PTH 3 is an at-grade signalized intersection located in the RM of Macdonald. The South Perimeter 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

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Eliminate rutting
- Improved ride quality
- Reduced vehicle wear and travel times
- Enables future development
- Improved operations at the intersection
- Significantly reduces traffic delays
- Improvements to key economic trade routes
- Continued/sustained RTAC level allowable gross vehicle weights
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows

PR 200

STRUCTURE

STRUCTURE REHABILITATION, AT FLOODWAY: 4.4KM SOUTH OF PTH 100

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$32.24 M

PROJECT SCOPE

The bridge over the Red River Floodway on PR 200 was constructed in 1965, and serves as a vital link between the City of Winnipeg and communities east of the Red River, including St. Adolphe and St. Agathe. It conveys two lanes of traffic and connects St. Mary's Road to PR 200. PR 200 conveys approximately 6,030 vehicles per day at this location.

The bridge is 53 years old and approaching the end of its service life. The Red River Floodway was expanded to improve flood protection for the residents of Winnipeg, West St. Paul and East St. Paul from a 1-in-90 to a 1-in-700 year flood event. As part of the channel expansion, several bridges along the Floodway were replaced or rehabilitated to meet the new hydraulic requirements. The 2004 Preliminary Design of the Floodway Expansion recommended the replacement of the existing bridge due to its condition and to improve the hydraulic capacity at this location.

This project involves rehabilitiation of the existing bridge with bridges that meet current design codes and highway safety standards.

INTENDED OUTCOMES

- Supporting economic enablement of local industries
- Increased load carrying capacity
- Improvement of safety and level of service
- Rationalizing critical links at strategic locations across major waterways to provide route connectivity
- Increase hydraulic capacity

PR 201

SURFACE RECONSTRUCTION

BITUMINOUS RECONSTRUCTION, PTH 59 TO PR 302

INVESTMENT CATEGORY
Economic Development

CURRENT COST ESTIMATE
$34.23 M

PROJECT SCOPE

Bituminous Reconstruction of PR 201 to support the Trade and Commerce Grid Initiative and accommodate RTAC loading. The existing surface on PR 201 is Asphalt Surface Treatment (AST) and was constructed in 1973. Due to the condition and age of the surface and traffic volume, an upgrade to bituminous pavement is required.

Project involves a milling of the existing surface, shoulder improvements, and placement of new bituminous surface. The project may also include the replacement of culverts as required after a drainage inspection is completed.

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Eliminate rutting
- Improved ride quality
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Extended pavement life
- Improvements to key economic trade routes

PR 204

STRUCTURE REHABILITATION

PR 204 AT RED RIVER (SELKIRK), 0.4KM EAST OF PTH 9A

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$36.47 M

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 and requires a major rehabilitation to the existing bridge which will maintain its level of service and increase highway safety.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety

PR 240 | STRUCTURE REHABILITATION

STRUCTURE REHABILITATION, IN PORTAGE LA PRAIRIE: AT CNR/CPR: 0.6KM NORTH OF PTH 1A

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$26.71 M

PROJECT SCOPE
The grade separation structure over the CNR/CPR tracks on PR 240 was constructed in 1961 and is part of the Regional Highway Network. The bridge is 62 years old, 12 years beyond the end of its design life, and requires major rehabilitation. A restriction or closure of this bridge will create a significant hardship to industry and the movement of people, goods and services. PR 240 conveys approximately 1,290 vehicles per day at this location.

This project involves rehabilitation of the existing bridge with bridges that meet current design codes and highway safety standards.

INTENDED OUTCOMES
- Supports trade and commerce
- Improved level of service
- Improved public safety

PR 248 | STRUCTURE

BRIDGE REPLACEMENT AT ASSINIBOINE RIVER, 0.3KM SOUTH OF PTH 26

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$26.79 M

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 4.2m and requires regular inspection and maintenance due to over height vehicle collisions. 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
- Supports trade and commerce
- Improved level of service
- Improved public safety

PR 256	SURFACE RECONSTRUCTION
PR 256 FROM 3.2KM NORTH OF PR 255 TO PR 257	
INVESTMENT CATEGORY Economic Development	**CURRENT COST ESTIMATE** **$16.95 M**
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** • Supports trade and commerce • Improved level of service • Improved public safety • Improved ride quality • New pavement to restore serviceability • Reduced vehicle wear and travel times • Extended pavement life • Improvements to key economic trade routes • Improvement to RTAC level allowable gross vehicle weights

PR 283

SURFACE RECONSTRUCTION

BITUMINOUS RECONSTRUCTION, SASKATCHEWAN BOUNDARY TO PR 282

INVESTMENT CATEGORY
Economic Development

CURRENT COST ESTIMATE
$48.29 M

PROJECT SCOPE

This project is a bituminous reconstruction project that will increase loading capacity to year round RTAC on PR 283 and remove spring road restrictions. This project will also improve horizontal and cross sectional geometry to bring PR 283 to modern standards. This program supports the local economy and promotes interprovincial trade through agriculture and the forest industry.

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

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Improved public safety
- Eliminate rutting
- New pavement to restore serviceability
- Reduced vehicle wear and travel times
- Improved drainage
- Enables future development
- Improvements to key economic trade routes
- Continued/sustained RTAC level allowable gross vehicle weights
- Improved economic enablement by removing spring road restrictions
- Improve reliability and efficiency of Canada's international and inter-provincial trade flows
- Improved ride quality
- Improved drainage to support agricultural activity

PR 283	SURFACE RECONSTRUCTION
PR 283 FROM PR 282 TO PTH 10	
INVESTMENT CATEGORY Economic Development	**CURRENT COST ESTIMATE** **$39.35 M**
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 • Improved level of service • Improved public safety • Eliminate rutting • Improved ride quality • Improved drainage to support agricultural activity • New pavement to restore serviceability • Reduced vehicle wear and travel times • Improved drainage • Enables future development • Improvements to key economic trade routes • Improved economic enablement by removing spring road restrictions

PR 305

STRUCTURE REHABILITATION

BRIDGE REHABILITATION AT RED RIVER, 0.5KM EAST OF PTH 75 (STE. AGATHE)

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$48.60 M

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
- Supports trade and commerce
- Improved level of service
- Improved public safety

PR 305

STRUCTURE

STRUCTURE REPLACEMENT AT ASSINIBOINE RIVER, 13.3KM SOUTH OF PTH 1 (AT LONG PLAIN FIRST NATION)

INVESTMENT CATEGORY
Climate Resiliency

CURRENT COST ESTIMATE
$28.05 M

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
- Supports trade and commerce
- Improved level of service
- Improved public safety

PR 311	SURFACE RECONSTRUCTION
PR 311 FROM PR 206 TO PTH 12	
INVESTMENT CATEGORY Economic Development	**CURRENT COST ESTIMATE** **$17.18 M**
PROJECT SCOPE PR 311 is a bituminous pavement highway through the community of Blumenort that was constructed in 1980, and an 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** • Supports trade and commerce • Improved level of service • Eliminate rutting • Improved ride quality • New pavement to restore serviceability • Reduced vehicle wear and travel times • Improved operations at the intersection • Improvements to key economic trade routes • Continued/sustained RTAC level allowable gross vehicle weights

PR 311	STRUCTURE
STRUCTURE, AT MANNING CANAL: 1.9KM WEST OF PR 206	
INVESTMENT CATEGORY Renewal	**CURRENT COST ESTIMATE** $16.30 M

PROJECT SCOPE

The bridge over Manning Canal was constructed in 1981 and is part of the Regional Highway Network. The bridge is 42 years old and was damaged beyond repair due to a fire on May 10, 2023. PR 311 is closed in both directions from PR 216 to PR 206 and a route detour on provincial highways is in place. PR 311 conveys approximately 3,020 vehicles per day at this location and a portion of PR 311 is proposed to be upgraded to RTAC loading at this location in 2028/2029.

This project involves the replacement of the existing bridge with a structure to meet current design codes and highway safety standards.

INTENDED OUTCOMES

- Supports trade and commerce
- Improved level of service
- Improved public safety

PR 391	STRUCTURE REHABILITATION
BRIDGE REHABILITATION AT BURNTWOOD RIVER, 3.0KM NORTH OF PTH 6 (THOMPSON)	
INVESTMENT CATEGORY Renewal	**CURRENT COST ESTIMATE** $36.00 M

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, Gillam, Lynn Lake, 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 and many components 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 as a result works are staged to maintain one lane open throughout construction.

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

INTENDED OUTCOMES

- Supporting economic enablement of regional industries
- Increased load carrying capacity
- Improved level of service
- Improved public safety

PR 433

SURFACE PRESERVATION

AST, LEE RIVER RD TO CAPE COPPER MINE DEVELOPMENT

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$15.90 M

PROJECT SCOPE
PR 433 is currently a gravel roadway that services a growing recreational area. Due to the increase in traffic volumes, the highway will be re-graded and upgraded to an AST surface. This will help mitigate ongoing maintenance issues and safety concerns with regard to dust

Project involves grading, granular base course and asphalt surface treatment on PR 433 to service a growing recreational area.

INTENDED OUTCOMES
- Improved public safety
- Eliminate rutting
- Improved ride quality
- Reduced vehicle wear and travel times
- Extended pavement life
- Significantly reduces traffic delays

PR 620

SURFACE PRESERVATION

AST, PR 391 TO NELSON HOUSE (NELSON HOUSE ACCESS ROAD)

INVESTMENT CATEGORY
Renewal

CURRENT COST ESTIMATE
$11.10 M

PROJECT SCOPE
This project will upgrade the surface with an AST that provides sole access into the First Nation community of NCN, formerly Nelson House First Nation. This section of road was upgraded in 2003 to prepare for an AST surface.

There are several sections of the road that are experiencing settlement due to poor subgrade. These areas will be levelled with crushed rock prior to constructing the granular base course layer. A 300 mm thick layer for base will be required to bring the road up to an unrestricted pavement design followed by a single application of sand AST and a double application of graded chip AST to provide a durable surface. Additionally, a substandard guardrail is present on this road section. The guardrail will be upgraded to meet current standards.

INTENDED OUTCOMES
- Improved level of service
- Improved public safety
- Improved ride quality
- Reduced vehicle wear and travel times
- Enables future development
- Mitigate deterioration of road substructure

LEGEND

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2024/2025 PROJECTS LIST

Strategic Investment	Region	Highway	Highway Infrastructure LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
	C	001	5.0km West of PR 301--Ontario Boundary	19.8	Twinning Reconstruction	TBD
	C	001	0.8km West of PR 334--PR 334*	0.8	Surface Reconstruction	24.00
	C	001	Brokenhead River--PTH 11 (W/B)*	26.9	Surface Reconstruction	25.81
	C	001	0.7km West of Ontario Boundary--Ontario Boundary	0.7	Surface Reconstruction	4.00
	C	001	6.0km East of PTH 26 (Gaol Road)--0.8km West of PR 334 (E/B & W/B)	1.8	Surface Reconstruction	5.54
	C	001	In Headingley: 1.5km East of Gaol Rd	1.5	Surface Reconstruction	10.00
	C	001	In Headingley: John Blumberg Park--Camp Manitou Road	1.5	Surface Reconstruction	9.55
	C	001	Vicinity of PTH 12	2.5	Surface Reconstruction	12.00
	C	001	At Assiniboine River: 0.8km West of East Jct PTH 26 (E/B)	---	Structure	16.83
	C	001	At Brokenhead River: 28.0km East of PTH 12 (W/B) (East of Richer)	---	Structure	4.90
	C	001	At Symington Yard Overpass (East of Winnipeg)	---	Structure	57.19
	C	001	At Falcon Lake Access: At PR 301	---	Structure Rehabilitation	3.74

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Strategic Investment	Region	Highway	Highway Infrastructure LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
	C	001	At Falcon Lake Road (PR 301 Overpass): 8.6km East of PR 301	---	Structure Rehabilitation	3.66
	C	001	At PTH 44: West Hawk Lake	---	Structure Rehabilitation	3.84
	C	001	John Blumberg--Coverall (Husky Station)	---	Intersection Improvements	1.93
	C	001	At PR 207 (Deacon's Corner)	---	Intersection Improvements	16.54
	C	002	PR 240--PTH 13*	25.5	Surface Rehabilitation	35.90
	C	002	At PTH 13	---	Intersection Improvements	5.00
	C	003	1.6km East of PTH 100--Winnipeg City Limits	6.7	Twinning Reconstruction	TBD
	C	003	0.2km West of PR 336--PR 305 (Morris River)	13.5	Surface Reconstruction	15.30
	C	003	0.3km East of PTH 13--0.2km West of PR 336	20.8	Surface Reconstruction	21.26
	C	003	In Morden: At 1st Street	---	Intersection Improvements	2.25
	C	006	PTH 101--Grosse Isle*	4.0	Twinning Reconstruction	17.11
	C	006	0.4km North of PR 419--South Jct PTH 68 (Lundar--Eriksdale)*	19.6	Surface Rehabilitation	11.06
	C	008	PTH 101--PR 230 (S/B)	10.3	Surface Reconstruction	24.40

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Strategic Investment	Region	Highway	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
Renewal	C	009	0.1km N of PTH 101--1.7km S of PTH 27	7.6	Surface Rehabilitation	41.10
Renewal	C	011	In Powerview: PR 304--1.7km West of PR 304	1.7	Surface Reconstruction	4.00
Renewal	C	011	At Whitemouth River: 3.2km West of PTH 44 (South of Whitemouth)	---	Structure Rehabilitation	4.00
Renewal	C	011	At Whitemouth River: 0.2km North of PTH 15 (At Elma)	---	Structure Rehabilitation	3.06
Renewal	C	011	At 12.4km North of South Jct of PTH 44 (Hill Top Slide)	0.5	Grade Improvements	4.20
Renewal	C	012	PTH 15--PTH 44	21.3	Surface Reconstruction	16.18
Renewal	C	012	PTH 1--PTH 15	20.5	Surface Reconstruction	30.30
Renewal	C	012	1.8km North of PTH 52 (Park Road)--Seine River Diversion (N/B & S/B)	12.2	Surface Rehabilitation	11.04
Climate Resiliency	C	012	At Cooks Creek: 12.0km N of PTH 1	---	Structure	3.25
Climate Resiliency	C	012	At Fish Creek: 4.0km N of PTH 1	---	Structure	3.00
Connectivity & Innovation	C	012	In Steinbach: At Loewen Boulevard	---	Intersection Improvements	4.15
Connectivity & Innovation	C	012	At PR 210	---	Intersection Improvements	5.00
Connectivity & Innovation	C	014	0.5km E of PTH 32--1.9km E of PTH 32	2.4	Intersection Improvements	10.00

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	C	015	At Cooks Creek Drain: 7.4km W of PTH 12	---	Structure	4.50
	C	015	In Anola: At PTH 12	---	Intersection Improvements	3.34
	C	023	PR 336--PR 422	18.1	Surface Reconstruction	20.50
	C	026	At Long Lake Drain: 0.2km East of PR 248	---	Structure	5.00
	C	044	Red River--Red River Floodway	0.7	Surface Reconstruction	3.77
	C	052	In Mitchell: Broesky Road--Centre Street North	---	Intersection Improvements	12.65
	C	052	At PR 210	---	Intersection Improvements	1.03
	C	059	US Border--PR 403	40.0	Surface Reconstruction	42.15
	C	059	South Jct of PR 210--Floodway Bridge (N/B & S/B)	14.3	Surface Rehabilitation	8.80
	C	059	At Brokenhead River: 3.8km South of PR 319 (Vicinity of Scanterbury)	---	Structure	13.85
	C	059	At Floodway: 4.5km North of PTH 101 (Vicinity of Birds Hill)	---	Structure	66.80
	C	059	At Anishinabe Way--Bison Drive East	---	Intersection Improvements	2.40
	C	067	At North Jct PR 236	---	Intersection Improvements	2.00

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Renewal	C	075	0.5km N of PTH 23--PR 205 (S/B)	13.3	Surface Reconstruction	29.08
Renewal	C	075	1.5km N of Morris River--PR 205 (N/B) (Morris--Aubigny)	11.3	Surface Reconstruction	25.64
Renewal	C	075	PR 305--PR 205 (S/B)	14.3	Surface Reconstruction	32.84
Renewal	C	075	US Border--PR 201 (S/B) (various locations)	15.5	Surface Rehabilitation	2.50
Renewal	C	075	PR 201--South Jct PTH 23 (S/B) (various locations)	25.1	Surface Rehabilitation	2.00
Renewal	C	075	South Jct PTH 23--PR 205 (S/B) (various locations)	13.3	Surface Rehabilitation	2.50
Renewal	C	075	PR 205--PR 305 (S/B) (various locations)	14.0	Surface Rehabilitation	2.50
Renewal	C	075	At Morris River: 0.6km N of PTH 23	---	Structure	83.08
Renewal	C	075	0.5km South of Morris--Morris	0.5	Grade Improvements	7.49
Connectivity & Innovation	C	100	At PTH 3	---	Interchange Construction	150.00
Connectivity & Innovation	C	100	South Perimeter: At St. Mary's Road	---	Interchange Construction	136.86
Renewal	C	100	Service Road (Jackson Road): Murdock Road--Symington Road	2.3	Surface Reconstruction	4.10
Renewal	C	100	Service Road: Wilkes Ave--Oakland Road	6.4	Surface Reconstruction	11.15

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	C	100	At Red River: 1.8km East of PTH 75 (South Perimeter: City of Winnipeg)	---	Structure Rehabilitation	6.73
	C	100	Service Road: PTH 2--PR 330	4.1	Grade Improvements	6.85
	C	100	Service Road (Prairie Grove Road): PTH 59--Plessis Road	1.0	Grade Improvements	4.10
	C	100	South Perimeter: Safety Plan	---	Intersection Improvements	20.78
	C	100	PTH 1W--Kenaston Blvd (various Locations)	---	Surface Preservation	10.00
	C	100	PTH 1W--PR 427 (S/B)	4.7	Surface Preservation	1.00
	C	100	South Perimeter: at PR 241 (Roblin)	---	Surface Preservation	2.70
	C	101	North Perimeter: PTH 1 W--PTH 1 E (W/B & E/B) (Portage Ave--Fermor Ave)	---	Surface Reconstruction	3.90
	C	101	Service Road: 1.0km West of PTH 9--PTH 9 (Kapelus Drive)	1.0	Surface Reconstruction	4.10
	C	101	North Perimeter: Wenzel Street--PTH 15 (E/B)	4.0	Surface Rehabilitation	1.48
	C	101	North Perimeter: Wenzel Street--PTH 15 (W/B)	3.4	Surface Rehabilitation	1.49
	C	101	North Perimeter: 0.3km N of PTH 1W--0.6km S of Selkirk Ave (N/B & S/B)	4.7	Surface Rehabilitation	2.00
	C	101	North Perimeter: Safety Plan	---	Intersection Improvements	44.04

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Renewal	C	200	In St Adolphe: 1.8km S of PR 210--PR 210 (N/B & S/B)	1.8	Surface Rehabilitation	3.70
Climate Resiliency	C	200	At Floodway: 4.4km South of PTH 100	---	Structure Rehabilitation	32.24
Economic Development	C	201	PTH 59--PR 302	20.5	Surface Reconstruction	34.23
Climate Resiliency	C	201	At Main Drain: 0.2km East of PR 200	---	Structure	8.03
Renewal	C	201	At 1.6km East of PTH 59 (At Rd 30E)	---	Culvert Improvements	1.00
Renewal	C	204	At Red River (Selkirk): 0.4km East of PTH 9A	---	Structure Rehabilitation	36.47
Renewal	C	204	At 3.9km North of PTH 101	0.2	Grade Improvements	2.86
Renewal	C	204	PR 509--0.9km North of PR 509	0.9	Grade Improvements	3.03
Renewal	C	204	2.9km N of PTH 101 (Hoddinot Road)--PTH 44	14.6	Surface Preservation	2.80
Climate Resiliency	C	204	At PTH 101**	---	Flood Restoration - Culvert Improvements	5.51
Climate Resiliency	C	205	2.5km West of PR 330--PTH 75*	9.0	Flood Restoration - Grade Improvements	7.88
Connectivity & Innovation	C	206	At PR 311	---	Intersection Improvements	2.12
Renewal	C	209	At Roseau River: 5.0km South of PR 201 (At Gardenton)	---	Structure Rehabilitation	1.23

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Strategic Investment	Region	Highway	Highway Infrastructure **LOCATION DESCRIPTION** * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
	**C**	213	At 4.4km East of PTH 59 (Pineridge Road)	---	Intersection Improvements	2.80
	**C**	213	At 6.0km East of PTH 59 (Heatherdale Rd)	---	Intersection Improvements	2.80
	**C**	213	At PR 207	---	Intersection Improvements	2.80
	**C**	215	In Beausejour: 7.2km East of PTH 12--PTH 44	---	Intersection Improvements	8.30
	**C**	217	PR 246--6.5km East of PR 246*	6.5	Flood Restoration - Grade Improvements	2.44
	**C**	227	At Sturgeon Creek (East Branch): 1.3km W of PTH 6 (Vicinity of Warren)	---	Structure	2.50
	**C**	227	At Sturgeon Creek (West Branch): 5.4km W of PTH 6 (Vicinity of Warren)	---	Structure	2.50
	**C**	236	0.3km North of PTH 6-- 1.7km North of PTH 6	1.4	Surface Reconstruction	2.99
	**C**	248	At Assiniboine River: 0.3km South of PTH 26	---	Structure	26.79
	**C**	307	At Whitemouth River: 2.1km East of PTH 11 (West of Seven Sister Falls)	---	Structure Rehabilitation	8.00
	**C**	311	PTH 59--PR 216	6.6	Surface Reconstruction	7.10
	**C**	311	At Manning Canal: 1.9km West of PR 206	---	Structure	16.30
	**C**	313	At Rice Creek: 4.3km East of PR 315	---	Structure	6.03

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Strategic Investment	Region	Highway	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
	C	314	At Manigotagan River: 10.7km S of PR 304 (SE of Bissett)*	---	Structure	10.30
	C	315	At Rice Creek: 0.6km North of PR 313	---	Structure	3.72
	C	305	At Red River: 0.5km East of PTH 75 (Ste Agathe)	---	Structure Rehabilitation	42.40
	C	433	Lee River Road--Cape Copper Mine Development	9.3	Surface Preservation	15.90
	C	612	In Ile des Chenes: Dumaine Rd--PR 405	1.2	Surface Preservation	1.00
	C	Var	Berens River FN (IRNR)*	13.0	Surface Reconstruction	10.00
	W	001	At PTH 1A West Jct (Portage Diversion--Can-Oat Road)	2.0	Surface Reconstruction	26.80
	W	001	South Service Road: PR 305--Road 41W (Simplot Road)	---	Surface Reconstruction	8.90
	W	001	0.3km W of W Jct of PTH 10--0.3km E of E Jct PTH 10	2.2	Surface Rehabilitation	7.05
	W	001	6.0km W of PTH 21--E Jct PR 250 (E/B)*	23.0	Surface Rehabilitation	18.90
	W	001	At La Salle River: 0.5km West of PR 248 (E/B) (Vicinity of Elie)	---	Structure	4.20
	W	001	At La Salle River: 1.0km West of PR 430 (E/B)	---	Structure	4.30
	W	001	At South Boggy Creek: 1.1km East of PR 340 (W/B) (East of Douglas)	---	Structure	3.87

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	W	001	At Willow Creek: East Branch: 6.4km East of PTH 110 (W/B) (East of Brandon)	---	Structure	6.77
	W	001	Willow Creek: West Branch: 5.2km East of PTH 110 (W/B) (East of Brandon)	---	Structure	12.12
	W	001	At Canadian Pacific Railway (Carberry Subdivision)	---	Structure Rehabilitation	8.08
	W	001	Saskatchewan Boundary--PTH 34 (various locations)	---	Intersection Improvements	5.42
	W	001	At PTH 5	---	Intersection Improvements	12.03
	W	001	At Simplot Road (Vicinity of PTH 16 & PR 305)*	---	Intersection Improvements	2.00
	W	001	West Jct PR 351--PTH 5 (E/B)	15.0	Surface Preservation	6.41
	W	001	East Jct PR 250--West Jct PTH 10 (E/B)	22.9	Surface Preservation	5.40
	W	001	At Assiniboine River (Grand Valley): 0.7km West of PR 459 (E/B & W/B)*	---	Flood Restoration - Structure Rehabilitation	14.72
	W	001A	At Interchange: 1.3km W of PTH 26 (Portage la Prairie)	---	Structure	14.71
	W	001A	Portage la Prairie Bypass: 7.6km East of PR 305 (West of Portage la Prairie)	---	Structure	22.27
	W	002	At Souris River: 3.3km West of PR 340	---	Structure Rehabilitation	3.00
	W	003	North Jct PTH 3A--North Jct PTH 34	13.6	Surface Reconstruction	23.18

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	**W**	003	Saskatchewan Boundary--S Jct PTH 83	24.9	Surface Rehabilitation	16.29
	**W**	003	At Souris River: 0.7km East of North Jct of PTH 83 (Vicinity of Melita)	---	Flood Restoration - Structure	19.64
	**N**	005	PTH 20--PTH 10	20.3	Surface Rehabilitation	13.03
	**N**	005	At Drain: 6.6km North of PTH 50 (North of McCreary)	---	Structure	3.54
	**N**	005	At McKinnon Creek: 3.2km North of PTH 50 (North of McCreary)	---	Structure	5.02
	**N**	005	At Lake of the Prairies: 12.6km West of PTH 83 (West of Roblin)	---	Structure Rehabilitation	17.47
	**W**	005	PTH 23--PTH 2	21.6	Surface Rehabilitation	36.40
	**W**	005	PTH 2--15.0km North of PTH 2	15.0	Surface Rehabilitation	27.27
	**W**	005	15.0km N of PTH 2--PTH 1	26.0	Surface Rehabilitation	36.00
	**W**	005	At Assiniboine River: 11.1km North of PTH 2 (At Spruce Woods)	---	Structure	24.09
	**W**	005	At Epinette Creek: 15.0km South of PR 351	---	Structure	4.00
	**W**	005	At North Snake Creek: 0.7km South of PR 352	---	Structure	3.50
	**W**	010	1.2km N of N Jct PTH 16-- 11.6km N of N Jct PTH 16*	10.4	Surface Reconstruction	18.67

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	W	010	PTH 1--PTH 25	14.8	Surface Rehabilitation	9.80
	W	010	At 12.4km North of PTH 1 (North of Brandon)	---	Structure	5.71
	W	010	At Rolling River: 0.5km East of PTH 45 (North of Erickson)	---	Structure	5.41
	W	010	In Brandon: Daly Overpass (18th Street at CP Railway)*	---	Structure	88.71
	W	010	At Souris River: 7.2km North of PTH 23	---	Structure Rehabilitation	4.86
	W	010	South Jct PTH 23--South Jct PTH 2	22.2	Surface Preservation	6.36
	W	010	11.6km N of N Jct PTH 16--PTH 45	19.0	Surface Preservation	4.96
	W	010	PTH 45--2.6km North of PR 354	13.6	Surface Preservation	4.09
	W	010	South Jct PTH 16--North Jct PTH 16	6.3	Surface Preservation	4.90
	W	010	11.9km North of PTH 16A*	---	Flood Restoration - Structure	3.40
	W	016	0.3km East of South Jct PTH 83--PR 472*	10.9	Surface Reconstruction	18.58
	W	016	2.0km West of PR 242--1.8km East of PR 242*	3.8	Surface Reconstruction	19.96
	W	016	PTH 21--West Jct PR 250*	28.9	Surface Reconstruction	21.25

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	**W**	016	PR 472--West Jct PR 264 (Solsgirth Curves)	8.7	Surface Reconstruction	30.00
	**W**	016	At Birdtail Creek: 2.5km West of PR 472 (West of Shoal Lake)	---	Structure	5.50
	**W**	016	At Whitemud River: 0.6km N of PR 242 (Vicinity of Westbourne)	---	Structure	3.40
	**W**	016A	In Minnedosa: 1st Street SW--PR 355	2.3	Surface Preservation	1.19
	**W**	021	US Border--3.0km South of PTH 3	19.5	Surface Rehabilitation	76.74
	**W**	021	At Drain: 0.5km South of PR 259	---	Structure	2.70
	**W**	023	West Jct PTH 18--PTH 5	25.3	Surface Rehabilitation	27.36
	**W**	023	PTH 5--PTH 34	39.4	Surface Rehabilitation	38.77
	**W**	023	South Jct PTH 10--West Jct PTH 18	26.4	Surface Rehabilitation	25.50
	**W**	034	PTH 1--PTH 16	29.4	Surface Reconstruction	17.00
	**W**	034	At Assiniboine River: 12.2km North of PTH 2 (North of Holland)	---	Structure	35.31
	**W**	034	At Squirrel Creek: 6.5km South of PTH 1 (South of Austin)	---	Structure	4.65
	**W**	034	9.2km N of PTH 2--10.7km N of PTH 2	1.5	Grade Improvements	7.61

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	W	042	At Snake Creek: 2.2km East of PR 568	---	Structure	2.75
	W	083	0.5km N of W Jct PTH 1-- 18.0km N of W Jct PTH 1	17.5	Surface Reconstruction	23.00
	W	083	PR 355--PTH 42	17.0	Surface Rehabilitation	42.67
	W	227	PTH 16--PR 248	59.0	Surface Reconstruction	5.0
	W	227	At Willowbend Creek: 2.8km East of PTH 16	---	Structure	3.80
	W	240	In Portage la Prairie: At CNR/CPR: 0.6km North of PTH 1A	---	Structure Rehabilitation	26.71
	W	253	At Pembina River: 12.0km West of PTH 3 (West of Pilot Mound)	---	Structure Rehabilitation	2.46
	W	256	3.2km N of PR 255--PR 257	8.1	Surface Reconstruction	16.95
	W	264	At Arrow River: 7.1km South of PR 355	---	Structure	4.20
	W	305	At Assiniboine River: 13.3km South of PTH 1 (At Long Plain First Nation)	---	Structure	28.05
	W	345	At Souris River: 14.8km E of PTH 83	---	Structure	5.25
	W	346	At Souris River: 7.0km N of PTH 23	---	Structure	6.00
	W	348	At 4.7km North of PTH 2*	---	Flood Restoration - Culvert Improvements	1.60

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Renewal	W	352	9.6km West of PTH 34--PTH 34	9.6	Grade Improvements	1.50
Climate Resiliency	W	440	At Pilot Creek: 2.1km N of PR 253*	---	Flood Restoration - Culvert Improvements	1.00
Climate Resiliency	W	450	At Canada Creek: 17.8km S of PTH 3 (Vicinity of Metigoshe)	---	Structure	2.00
Climate Resiliency	W	458	At Long River: 5.5km North of PTH 3	---	Structure	2.51
Renewal	W	528	7.1km South of PTH 3--PTH 3	7.1	Grade Improvements	1.10
Renewal	W	678	In Virden: King Street, Thomas Drive & Seventh Avenue	2.9	Surface Preservation	2.02
Economic Development	N	005A	In Dauphin: Triangle Rd--Whitmore Ave	1.8	Surface Reconstruction	21.85
Renewal	N	005A	In Dauphin: Whitmore Ave--Fourth Ave S	0.8	Surface Rehabilitation	1.33
Renewal	N	006	2.3km South of North Jct PR 325--North Jct PR 325	---	Surface Rehabilitation	4.52
Renewal	N	006	0.6km South of PR 239--Fairford River	23.1	Surface Rehabilitation	29.54
Renewal	N	006	0.4km N of N Jct PR 237-- 0.6km S of PR 239 (Moosehorn--North of Grahamdale)*	16.0	Surface Rehabilitation	14.17
Renewal	N	006	South Jct PTH 68--North Jct PTH 68*	10.6	Surface Rehabilitation	9.03
Renewal	N	006	Wabowden Access--Sasagiu Rapids	28.4	Surface Preservation	15.70

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	N	010	0.8km E of PR 488--1.2km E of PTH 10A (East of Swan River)	4.8	Surface Reconstruction	5.89
	N	010	PR 367--PR 271	13.7	Surface Rehabilitation	13.44
	N	010	The Pas--PR 287	17.6	Surface Rehabilitation	4.10
	N	010	At Duck River North: 0.5km North of PTH 20 (At Cowan)	---	Structure	13.47
	N	010	In Swan River: At PTH 83	---	Intersection Improvements	1.11
	N	010	PR 271--PTH 20 (Pine River--Cowan)	30.6	Surface Preservation	9.11
	N	010	At Bell River: 17.1km South of PTH 77**	---	Flood Restoration - Structure Rehabilitation	3.50
	N	010	At Steeprock River: 0.7km South of PTH 77*	---	Flood Restoration - Structure Rehabilitation	14.80
	N	017	At Broad Valley Drain: 0.7km North of PR 233 (Vicinity of Fisher Branch)	---	Structure	4.50
	N	020	At Sclater River**	---	Flood Restoration - Structure	9.20
	N	039	4.0km E of PR 392--7.0km E of PR 392	3.0	Surface Reconstruction	4.06
	N	039	6.0km West of PR 596--10.0km East of PR 596	8.0	Surface Reconstruction	3.60
	N	039	PR 627 (Reed Lake)--PR 392	38.6	Surface Rehabilitation	19.60

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	N	039	PR 392--34.6km E of PR 392 (excludes new alignment)*	26.0	Surface Rehabilitation	14.06
	N	039	PR 616--PR 627 (Gyles Access--Reed Lake)	40.8	Grade Improvements	14.90
	N	068	PTH 5-- 1.8km East of PTH 5	1.8	Surface Reconstruction	1.50
	N	068	Lake Manitoba Narrows: 10.9km W of PR 325	---	Structure Rehabilitation	31.87
	N	068	At PTH 5	---	Intersection Improvements	2.20
	N	083	17.7km North of PR 482--PTH 5 (Roblin)	17.1	Surface Rehabilitation	10.40
	N	233	At Fisher River, East Branch: 0.8km West of PTH 17 (At Fisher Branch)	---	Structure	4.52
	N	280	12.0km E of PR 391--22.0km E of PR 391 (KM 12--KM 22)	10.0	Grade Improvements	8.10
	N	283	PR 282--PTH 10	17.8	Surface Reconstruction	39.35
	N	283	Saskatchewan Boundary--PR 282	21.9	Surface Reconstruction	48.29
	N	283	At Pasquia River: 0.8km West of PTH 10 (At The Pas)	---	Structure	10.70
	N	326	At Icelandic River: 0.4km North of PTH 68 (Arborg)	---	Structure Rehabilitation	3.27
	N	335	PR 326--3.2km North of PR 326	3.2	Surface Reconstruction	6.00

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Strategic Investment	Region	Highway	Highway Infrastructure **LOCATION DESCRIPTION** * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
	N	366	At Valley River: 2.2km North of PTH 5 (North of Grandview)	---	Structure	8.20
	N	366	At Roaring River: 22.3km South of PR 366*	---	Flood Restoration - Culvert Improvements	5.60
	N	366	At West Favel River: 10.9km South of PR 366*	---	Flood Restoration - Culvert Improvements	4.80
	N	367	At Garland Creek: 0.1km West of PTH 10 (Mitigation)**	---	Flood Restoration - Structure	4.20
	N	367	At Garland Creek: 0.1km West of PTH 10*	---	Flood Restoration - Culvert Improvements	2.54
	N	367	At Garland River: 10.4km West of PTH 10*	---	Flood Restoration - Culvert Improvements	5.00
	N	367	At Garland River: 6.1km West of PTH 10**	---	Flood Restoration - Culvert Improvements	4.40
	N	373	At Nelson River: Ross Island Ferry Landing (Sea Falls)**	---	Structure	TBD
	N	391	At Cockeram Creek: 12.4km East of Lynn Lake	---	Structure	3.20
	N	391	At Churchill River: 3.0km North of PR 493 (Vicinity of Leaf Rapids)	---	Structure Rehabilitation	6.05
	N	391	At Burntwood River: 3.0km North of PTH 6 (Thompson)	---	Structure Rehabilitation	36.00
	N	391	PR 280--Nelson House Access	64.0	Surface Preservation	10.82
	N	391	At Scotland Lake: 84.3km South of Lynn Lake	---	Culvert Improvements	1.40

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Strategic Investment	Region	Highway	LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
	**N**	392	PTH 39--Snow Lake (various locations)	33.0	Surface Rehabilitation	9.64
	**N**	484	At Big Boggy Creek: 4.8km North of PTH 5 (RM of Roblin)	---	Structure	4.50
	**N**	493	PR 391 (Leaf Rapids)-- Ruttan Mine Access	22.2	Culvert Improvements	2.50
	**N**	610	Ethelbert Access: At Fork River: 1.3km East of PTH 10	---	Structure	3.89
	**N**	620	PR 391--Nelson House (Nelson House Access Road)	10.1	Surface Preservation	11.10
	**N**	632	PR 280--Split Lake	6.1	Grade Improvements	1.50
	**N**	633	At PR 391 (incl. Thompson Access Rd)	0.7	Intersection Improvements	4.50
	**N**	800	Moose Lake Road (IRNR)	3.6	Grade Improvements	3.80
	**N**	WR	At Lawford River: Servicing Oxford House, Gods Lake, Gods River, Red Sucker Lake and Garden Hill	---	Structure	5.19
	**N**	WR	PR 280--Shamattawa (Relocation)	38.0	Grade Improvements	1.00

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	C	001	At Hamilton Creek: 1.0km West of PR 301	0.9	Grade Improvements	6.16
	**C**	**006**	**PR 415--PR 419**	**35.5**	**Surface Rehabilitation**	**23.50**
	**C**	**007**	**PTH 101-- PTH 67 (S/B lanes)**	**15.0**	**Surface Reconstruction**	**30.00**
	**C**	**007**	**PTH 101--PTH 67 (N/B lanes)**	**15.0**	**Surface Reconstruction**	**30.00**
	**C**	**007**	**PTH 101--PTH 67 (Various Locations)**	**15.0**	**Surface Preservation**	**5.00**
	**C**	**008**	**PTH 67--PR 231**	**53.8**	**Surface Reconstruction**	**12.38**
	C	008	At Grassmere Drain: 1.0km North of PTH 101(N/B)	---	Structure	4.50
	C	008	At Grassmere Drain: 1.0km North of PTH 101(S/B)	---	Structure	4.50
	C	008	At Parks Creek: 1.0km S of PTH 27	---	Structure	5.75
	**C**	**009**	**Little Britain Rd--PTH 9/9A Jct (Lower Fort Garry) N/B & S/B**	**3.0**	**Surface Reconstruction**	**12.00**
	**C**	**014**	**1.6km East of PTH 32--PTH 30**	**42.9**	**Surface Reconstruction**	**8.55**
	C	014	PTH 30--PTH 75	16.7	Surface Reconstruction	18.35

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Connectivity & Innovation	C	014	At PTH 32	---	Intersection Improvements	10.00
Renewal	C	**015**	**At Hazel Creek: 24.0km West of PTH 11**	**---**	**Structure Rehabilitation**	**5.50**
Renewal	C	**015**	**0.4km E of PR 207– 0.3km W of PR 206**	**5.8**	**Surface Preservation**	**2.00**
Connectivity & Innovation	C	015	PTH 101--1.2km East of PR 206	9.7	Twinning Reconstruction	TBD
Renewal	C	**023**	**PR 422--Morris**	**6.9**	**Surface Reconstruction**	**10.00**
Economic Development	C	023	At Drain: 4.3km E of PR 200	---	Structure	2.60
Renewal	C	**026**	**West Jct PR 248--12.68km E of W Jct of PR 248**	**12.7**	**Surface Reconstruction**	**27.00**
Renewal	C	044	At CNR Overhead: 10.0km W of PR 307	---	Structure Rehabilitation	2.30
Connectivity & Innovation	C	052	PTH 59--Mitchell (Broesky Road)	14.6	Twinning Reconstruction	TBD
Connectivity & Innovation	C	059	PTH 52--PR 210	15.3	Twinning Reconstruction	TBD
Renewal	C	059	PR 317--PTH 12	22.1	Surface Reconstruction	23.70
Renewal	C	**059**	**0.2km N of PTH 52-- 15.4km N of PTH 52**	**15.2**	**Surface Rehabilitation**	**10.00**
Renewal	C	**067**	**PTH 7--PTH 8**	**14.6**	**Surface Preservation**	**5.00**

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Renewal	C	**075**	**6.6km N of PTH 14 to 3.4km S of S Jct PTH 23 (S/B)**	**8.3**	**Surface Reconstruction**	**47.00**
Connectivity & Innovation	C	075	At PR 305	---	Intersection Improvements	5.00
Climate Resiliency	C	100	PTH 100: At St. Anne's Rd	---	Interchange Construction	151.00
Climate Resiliency	C	100	At Red River: 1.8km E of PTH 75	---	Structure	110.00
Climate Resiliency	C	100	PTH 59--PTH 1E (E/B & W/B)	6.8	Surface Reconstruction	38.50
Renewal	C	100	Kenaston Blvd--PTH 1E (various Locations)	---	Surface Preservation	10.00
Renewal	C	**101**	**At CPR - Overhead: At PR 221**	**---**	**Structure Rehabilitation**	**1.00**
Renewal	C	101	PTH 1W--PTH 8 (various Locations)	---	Surface Preservation	10.00
Renewal	C	101	PTH 8--PTH 1E (various Locations)	---	Surface Preservation	10.00
Economic Development	C	**190**	**At Bergan Cutoff Rd-Wheatland Rd Area**	**---**	**Intersection Improvements**	**4.00**
Renewal	C	200	In Emerson: At CN Underpass	---	Surface Reconstruction	1.52
Renewal	C	200	At Seine River Diversion: 2.4km N of PR 210	---	Structure	23.00
Economic Development	C	201	East Jct PR 200--PTH 59	24.6	Surface Reconstruction	33.50

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Economic Development	C	201	At Harlow Drain: 4.5km East of PR 200	---	Structure	2.90
Climate Resiliency	C	201	At Roseau River: 3.1km East of PTH 59 (At Stuartburn)	---	Structure	6.25
Renewal	C	**202**	**Camsell Ave--Agar Ave**	**0.6**	**Surface Reconstruction**	**6.50**
Renewal	C	**205**	**At Morris River: 1.6km East of PR 422 (At Rosenort)**	**---**	**Structure**	**14.80**
Renewal	C	**206**	**PR 210 (South Jct)--PTH 1**	**12.1**	**Surface Reconstruction**	**29.75**
Renewal	C	**206**	**PTH 15 -- 0.3m S of PR 213**	**9.5**	**Surface Rehabilitation**	**5.00**
Renewal	C	207	PTH 15--PR 213	9.8	Surface Reconstruction	20.80
Renewal	C	**207**	**In Lorette: 3.7km West of PR 206**	**1.0**	**Surface Preservation**	**3.20**
Renewal	C	218	At Roseau River: 6.5km N of PR 201	---	Structure	5.20
Connectivity & Innovation	C	241	At PR 334	---	Intersection Improvements	4.50
Renewal	C	**304**	**At Winnipeg River (Pine Falls Hydro Dam): 0.9km North of PTH 11**	**---**	**Structure Rehabilitation**	**3.50**
Renewal	C	304	PTH 11--0.4km East of Manigotagan	70.3	Surface Preservation	3.68
Renewal	C	**307**	**PR 307 Renewal Approach: Segment 1, Park West Entrance--Dorothy Lake**	**10.6**	**Surface Reconstruction**	**28.76**

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	C	307	**PR 307 Renewal Approach: Segment 6, At White and Brereton Lakes**	10.8	**Surface Reconstruction**	30.43
	C	307	**PR 307 Renewal Approach: At Rennie River, 8.7km North of PTH 44**	---	**Structure**	5.00
	C	307	**PR 307 Renewal Approach: West Entrance Dorthy Lake--Brereton Lake (4 Segments & 4 Structures)**	74.9	**Grade Improvements**	150.50
	C	308	PTH 12--35.4km N of PTH 12 (Moose Lake Rd)	35.4	Surface Preservation	1.87
	C	309	**PR 307 Renewal Approach: Segment 5, PR 307--Big Whiteshell Lake**	12.4	**Surface Reconstruction**	34.15
	C	311	PR 206--PTH 12	10.0	Surface Reconstruction	17.18
	C	311	PR 216--PR 206	5.0	Surface Reconstruction	10.10
	C	311	In Niverville: Krahn Road--6th Avenue South	2.5	Surface Rehabilitation	2.05
	C	315	**At Bird Creek: 8.1km East of PR 314**	---	**Structure Rehabilitation**	3.50
	C	432	**At Willcock St**	---	**Intersection Improvements**	1.00
	C	435	At Brokenhead River: 4.3km East of PTH 12	---	Structure Rehabilitation	1.40
	C	PA 313	**PR 315--Pointe du Bois**	19.1	**Surface Preservation**	6.50
	C	PA 673	**In Winkler: Main St (PTH 14--1.4km South)**	1.3	**Surface Preservation**	2.00

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Strategic Investment	Region	Highway	Highway Infrastructure LOCATION DESCRIPTION * = Cost Share ** = Subject to Federal Funding **Bold** = New Project	KM	Project Type	ESTIMATED COST ($ Millions)
	W	001	**3.2km W of PTH 34--1.7km W of PTH 34 (Service Road)**	**1.5**	**Grade Improvements**	**3.40**
	W	001	**At Squirrel Creek: 2.5km West of PTH 34**	**---**	**Structure**	**3.40**
	W	001	**At W Jct PTH 10 and E Jct PTH 10**	**---**	**Interchange Construction**	**TBD**
	W	001	0.6km E of PTH 41 (Kirkella Rest Area)	1.0	Surface Reconstruction	1.40
	W	001	PTH 10--PTH 1A (Rear S Service Rd)	1.6	Surface Reconstruction	10.33
	W	001	**PTH 5--PTH 34 (W/B)**	**31.6**	**Surface Rehabilitation**	**16.50**
	W	001	**At South Boggy Creek: 1.1km East of PR 340 (E/B) (East of Douglas)**	**---**	**Structure**	**5.00**
	W	001	**At Willow Creek: East Branch: 6.4km East of PTH 110 (E/B) (East of Brandon)**	**---**	**Structure**	**5.00**
	W	001	**At Willow Creek: West Branch: 5.2km East of PTH 110 (E/B) (East of Brandon)**	**---**	**Structure**	**12.50**
	W	001	E Jct PR 254--6.1km W of PTH 21 (E/B)	8.2	Surface Preservation	7.05
	W	001	**E Jct PR 351--PTH 34 (E/B)**	**13.3**	**Surface Preservation**	**8.10**
	W	001	**Saskatchewan Border-- 3.6km W of W Jct PTH 83 (E/B)**	**31.4**	**Surface Preservation**	**14.65**

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	**W**	**001A**	**3.9km W of E Jct PTH 1--PTH 1 (Saskatchewan Avenue in Portage la Prairie)**	**3.9**	**Surface Rehabilitation**	**3.69**
	**W**	002	W Jct PTH 21--1.6km W of PR 250	21.4	Surface Reconstruction	38.00
	**W**	003	PR 528--PTH 31	7.8	Surface Preservation	3.55
	**W**	003	S Jct PTH 83--N Jct PTH 83	12.5	Surface Reconstruction	29.77
	**W**	005	S Jct PR 253--PTH 23	14.7	Surface Reconstruction	33.60
	**W**	005	PTH 3--S Jct PR 253	20.4	Surface Reconstruction	33.90
	**W**	005	At Drain: 0.9km North of PTH 23	---	Structure	2.00
	**W**	005	At Oak Creek: 3.5km South of PTH 23	---	Structure	3.00
	**W**	005	At Pembina River: 4.6km South of PR 253	---	Structure	9.00
	**W**	005	At Badger Creek: 3.9km North of PTH 3 (North of Cartwright)	---	Structure Rehabilitation	1.00
	**W**	**010**	**In Brandon: At Braecrest Dr**	**---**	**Intersection Improvements**	**7.00**
	**W**	**010**	**3.8km N of PTH 110--5.2km N of PTH 110 (18th Street: Park Avenue--Rosser Ave)**	**1.4**	**Surface Preservation**	**3.25**

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	W	010	**2.4km N of PTH 110--3.8km N of PTH 110 (18th Street: Aberdeen Ave--Park Ave)**	1.4	**Surface Preservation**	4.25
	W	016	**PTH 10--PTH 5**	27.7	**Surface Preservation**	13.25
	W	016	At N Jct of PTH 10 (Minnedosa Rest Area)	1.0	Surface Preservation	1.09
	W	021	N Jct PTH 3--PTH 23	21.3	Surface Rehabilitation	30.32
	W	021	At Ditch: 2.4km West of PTH 3	---	Structure	2.90
	W	024	North Jct PR 270--PTH 10	8.9	Surface Rehabilitation	3.50
	W	023	At Creek: 5.3km West of PTH 5	---	Structure	3.10
	W	034	At Dead Lake Creek: 3.3km South of PTH 16	---	Structure	6.30
	W	034	At Golden Stream: 6.5km South of PTH 16	---	Structure	3.50
	W	034	At Pierce Drain: 15.3km North of PTH 1	---	Structure	5.20
	W	034	At Pine Creek: 12.2km North of PTH 1	---	Structure	6.30
	W	034	**5.0km N of PTH 2**	---	**Grade Improvements**	2.00
	W	041	PR 545--PTH 42	9.1	Surface Preservation	2.75

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	**W**	042	PR 264--12.2km East of PR 264	12.2	Surface Reconstruction	11.02
	**W**	**042**	**North Jct PTH 83 to South Jct PTH 83**	**2.7**	**Surface Rehabilitation**	**16.65**
	**W**	042	PR 472--6.1km East of PR 472	6.1	Surface Preservation	1.95
	**W**	045	PTH 16--7.3km E of PR 476	26.8	Surface Preservation	14.00
	**W**	**045**	**PTH 21--PR 354**	**19.8**	**Surface Preservation**	**7.43**
	**W**	083	N Jct PTH 42--S Jct PTH 16	9.9	Surface Reconstruction	25.70
	**W**	083	PR 255--E Jct PTH 1	16.2	Surface Reconstruction	24.35
	**W**	083	US Border--S Jct PTH 3	21.5	Surface Reconstruction	40.28
	**W**	083	18.0km N of W Jct PTH 1--PR 355	23.5	Surface Rehabilitation	15.56
	**W**	083	N Jct PTH 3--PR 345	16.1	Surface Rehabilitation	31.26
	**W**	083	PR 345--PTH 2	18.1	Surface Rehabilitation	31.68
	**W**	**110**	**In Brandon: PA 610 (Richmond Ave E)**	**---**	**Intersection Improvements**	**10.50**
	**W**	242	At Pembina River: 0.8km South of PTH 3 (Vicinity of La Riviere)	---	Structure Rehabilitation	7.53

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Renewal	W	250	PTH 1--8.0km North of PTH 1	8.0	Surface Preservation	1.60
Economic Development	W	256	PR 257--PTH 1	15.8	Surface Rehabilitation	32.46
Renewal	**W**	**262**	**PTH 16A--3.7km E of PTH 16A**	**3.7**	**Surface Preservation**	**2.25**
Renewal	W	270	PTH 1--PTH 25	14.8	Surface Rehabilitation	6.50
Renewal	W	340	At Assiniboine River	0.3	Surface Reconstruction	3.57
Renewal	W	457	0.5km East of PTH 110-- 0.5km West of PR 468	2.0	Surface Preservation	1.36
Renewal	**W**	**464**	**PTH 1--PR 353**	**17.5**	**Grade Improvements**	**2.80**
Renewal	W	627	PTH 2--0.8km S of PTH 2 (Broadway Ave)	0.8	Surface Preservation	1.03
Renewal	N	005	PR 276--PTH 20	19.6	Surface Rehabilitation	13.00
Renewal	**N**	**005**	**At Wilson River: 2.4km West of PTH 10**	**---**	**Structure**	**13.50**
Renewal	N	006	36.1km N of PR 513--50.4km N of PR 513	14.3	Surface Reconstruction	21.38
Renewal	N	006	50.4km N of PR 513--66.9km N of PR 513	16.5	Surface Reconstruction	23.25
Renewal	**N**	**006**	**PR 615 (Grand Rapids Access)-- 24.0km N of PR 615 (Grand Rapids Access)**	**24.0**	**Surface Rehabilitation**	**16.70**

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Renewal	N	006	**At William River: 89.3km South of PTH 39**	---	**Structure**	**13.00**
Renewal	N	006	**At Saskatchewan River: 32.3km North of PTH 60 (At Grand Rapids)**	---	**Structure Rehabilitation**	**44.50**
Renewal	N	006	**PTH 39 (Ponton)–PR 636 (Wabowden Access)**	**46.7**	**Surface Preservation**	**15.27**
Climate Resiliency	N	008	**9.3km East of PR 234--12.6km East of PR 234 (Hecla Island Causeway)**	**3.3**	**Grade Improvements**	**3.83**
Climate Resiliency	N	010	At Woody River: 11.5km North of Swan River	---	Structure	9.35
Renewal	N	010	**Bell River Bridge–16.4km N of Bell River Bridge**	**16.4**	**Surface Rehabilitation**	**14.50**
Renewal	N	010	**At Valley River: 6.9km North of PTH 5**	---	**Structure**	**14.20**
Renewal	N	020	**PR 640 (Winnipegosis Access)–PR 271**	**26.5**	**Surface Rehabilitation**	**16.69**
Renewal	N	020	At Pine River: 0.3km E of PR 272	---	Structure Rehabilitation	6.00
Renewal	N	039	**PTH 10–PR 616 (Gyles Beach)**	**21.2**	**Surface Reconstruction**	**25.57**
Renewal	N	039	**PR 627 (Reed Lake)--PR 392**	**38.6**	**Grade Improvements**	**10.82**
Renewal	N	060	**22.0km W of PTH 6--PTH 6**	**22.0**	**Surface Reconstruction**	**30.63**
Renewal	N	234	37.6km N of PTH 8--89.9km N of PTH 8 (Beaver Creek--Island View Landing)	52.3	Grade Improvements	2.25

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	N	239	Steeprock--9.5km West of PTH 6	13.8	Surface Reconstruction	13.75
	N	**274**	**At Shanty Creek: 0.3km West of PTH 10 (Vicinity of Ethelbert)**	**---**	**Structure**	**3.10**
	N	**275**	**PR 588–PTH 10A (Swan River)**	**13.4**	**Surface Reconstruction**	**26.10**
	N	280	PR 391--12.0km E of PR 391 (KM 0--KM 12)	12.0	Grade Improvements	13.13
	N	**280**	**95km N of PR 391-- 126km N of PR 391**	**31.6**	**Surface Preservation**	**10.70**
	N	**287**	**PTH 10–The Pas Airport**	**11.1**	**Surface Rehabilitation**	**11.69**
	N	287	PR 384--5.9km E of PR 384	5.9	Grade Improvements	5.63
	N	**287**	**5.9km E of PR 384– 10.9km E of PR 384**	**5.0**	**Grade Improvements**	**4.35**
	N	**328**	**2.3km East of PR 276-- 9.6km East of PR 276**	**7.3**	**Culvert Improvements**	**2.22**
	N	328	At Waterhen River: 0.2km East of PR 276	---	Structure	16.85
	N	328	20.7km E of PR 276--22.6km E of PR 276	1.9	Grade Improvements	1.24
	N	329	PTH 8--1.0km East of PTH 8	1.0	Grade Improvements	1.80
	N	373	Community of Norway House	28.0	Surface Rehabilitation	15.00

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	N	374	PR 373--14.0km N of PR 373	14.0	Surface Preservation	24.23
	N	375	PTH 6--Paint Lake	5.4	Surface Rehabilitation	3.38
	N	**391**	**Burntwood River (Miles Hart Bridge)--PR 280**	**9.3**	**Surface Rehabilitation**	**6.21**
	N	391	41.5km S of PR 493--PR 493 (various Locations)	41.5	Grade Improvements	3.19
	N	392	At Hayward Creek: 5.2km N of PTH 392	---	Structure	4.90
	N	392	At Snow Creek: 0.5km N of PR 395 (Vicinity of Snow Lake)	---	Structure	2.60
	N	**493**	**Ruttan Mine Access– South Indian Lake**	**70.2**	**Culvert Improvements**	**5.02**
	N	513	68.0km E of PTH 6--68.6km E of PTH 6	0.6	Grade Improvements	4.05

FOR MORE INFORMATION

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