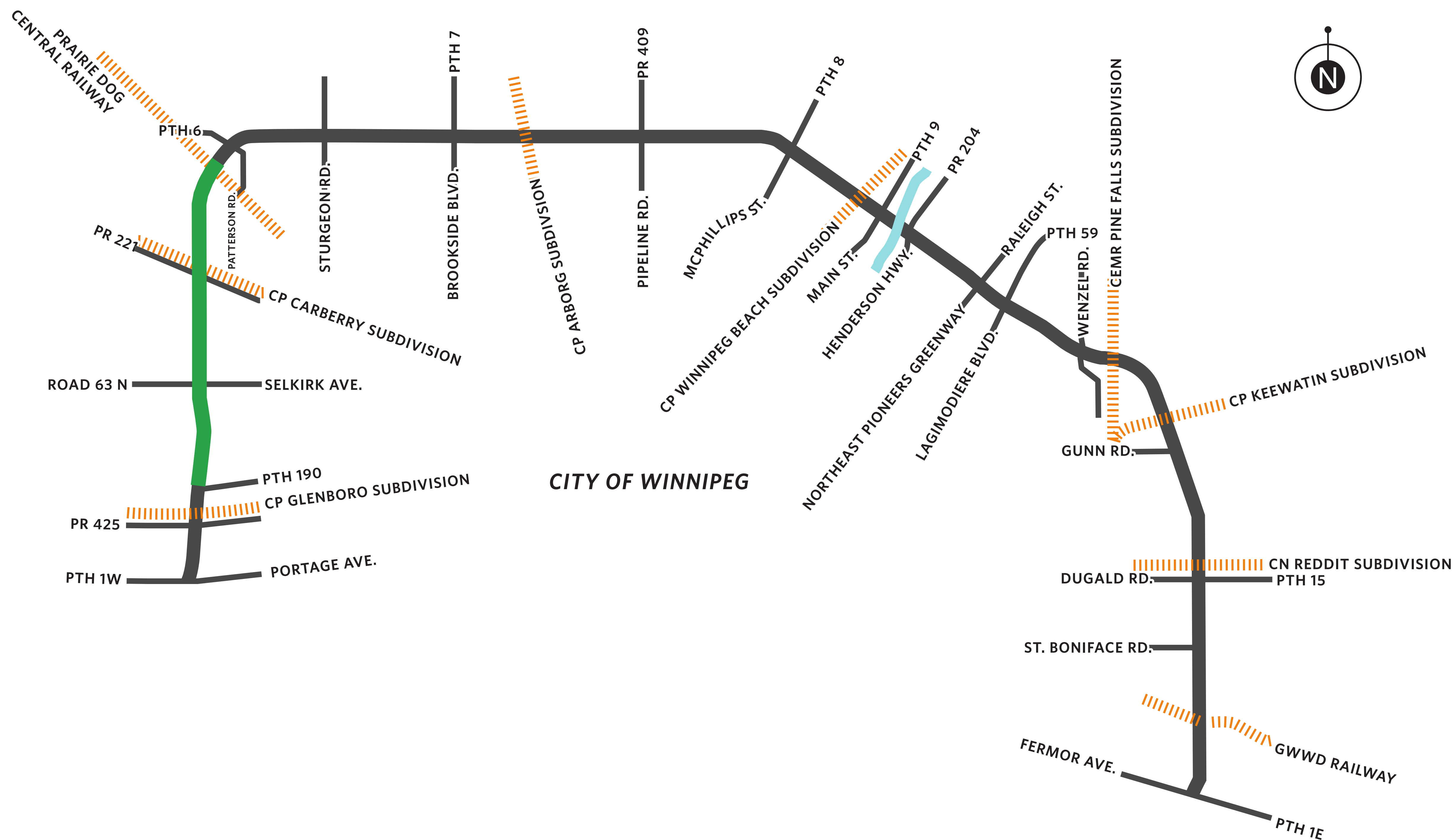


## PTH 190 (CentrePort Canada Way) to Prairie Dog Central Railway



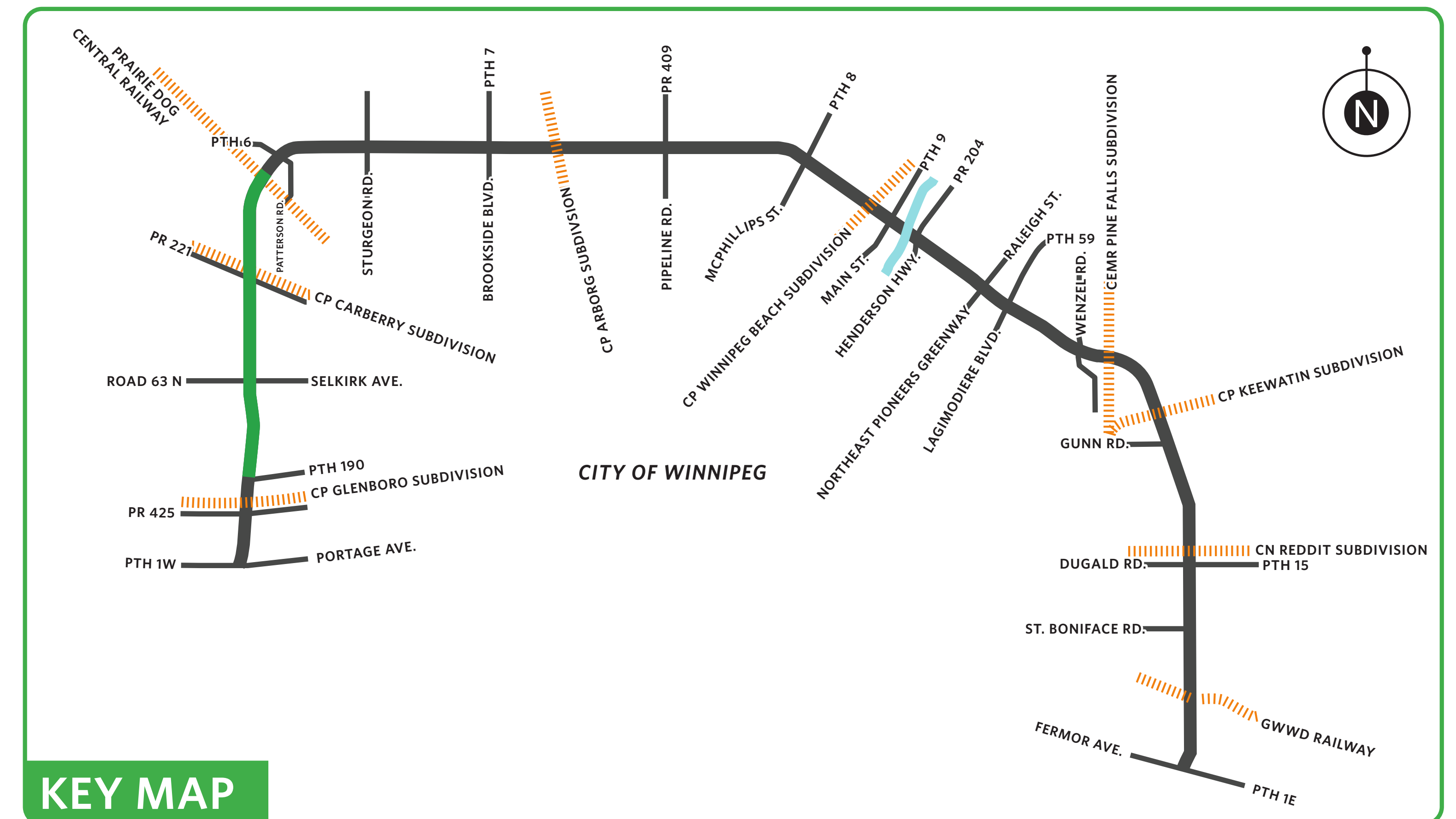


# PTH 101 Alignment

# The North Perimeter (PTH 101) Highway Design Study

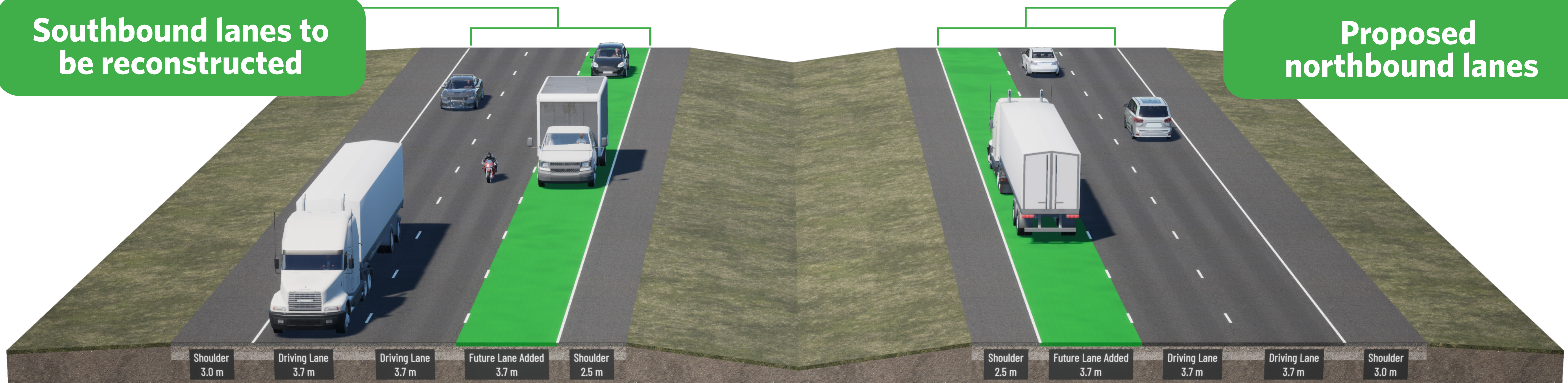
# PTH 190 (CentrePort Canada Way) to Prairie Dog Central Railway

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



## Southbound lanes to be reconstructed

## Proposed northbound lanes



## Southbound PTH 101

Northbound PTH 101

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



Partial Cloverleaf at PR 221

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

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

LEGEND-PLAN:

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

Future  
Extension

CP Carberry Subdivision