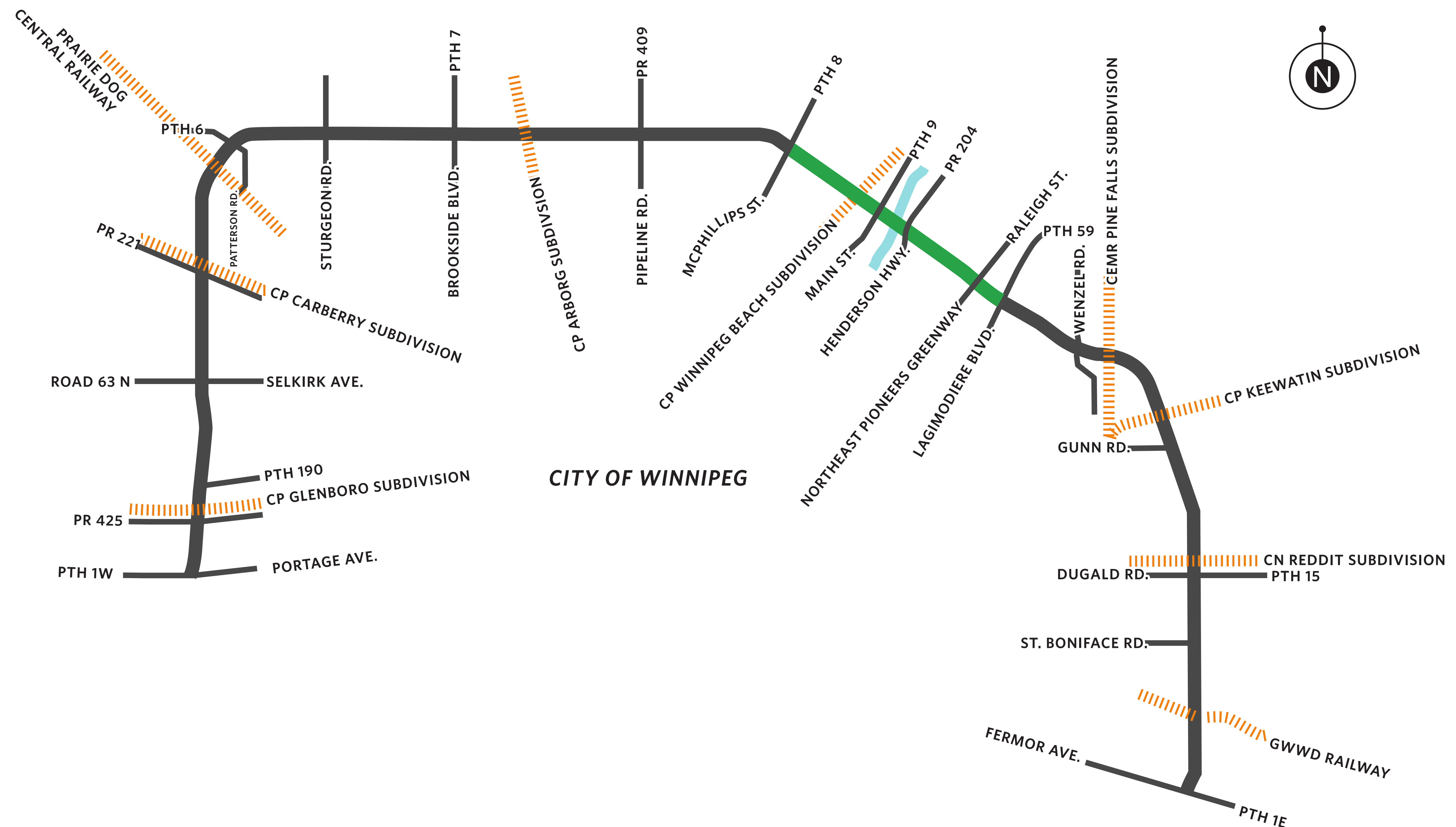


PTH 8 (McPhillips Street) to PTH 59 (Lagimodiere Boulevard)

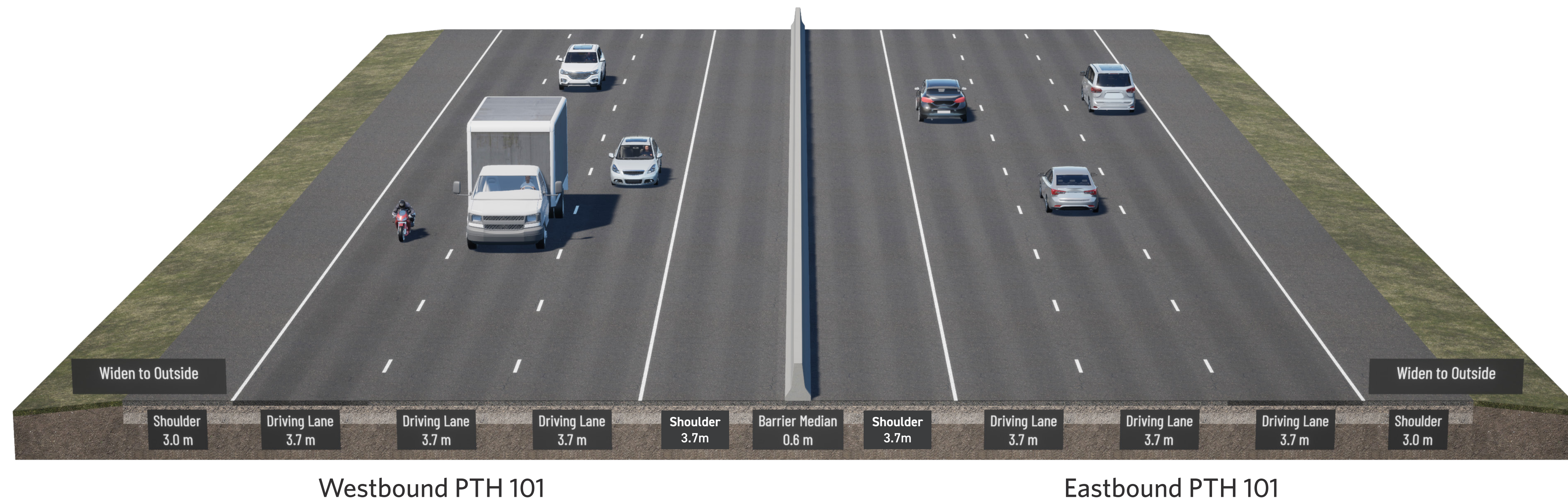
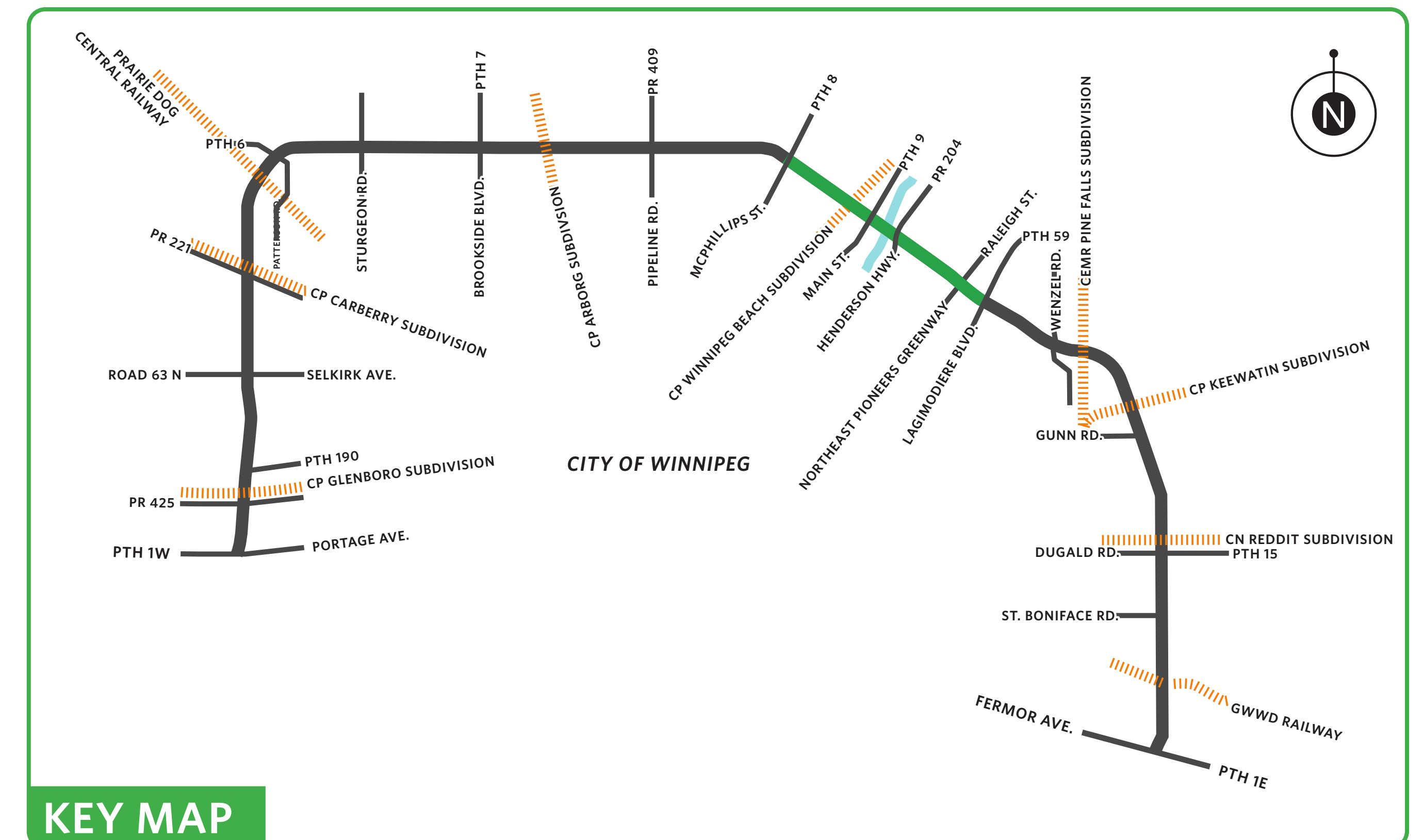


PTH 101 Alignment

The North Perimeter (PTH 101) Highway Design Study

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

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



Typical PTH 101 six-lane cross-section

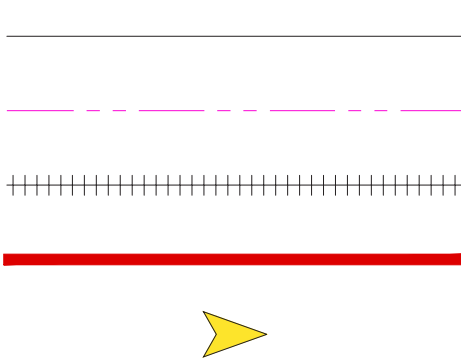
Reconfigure Cloverleaf to Partial Cloverleaf

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

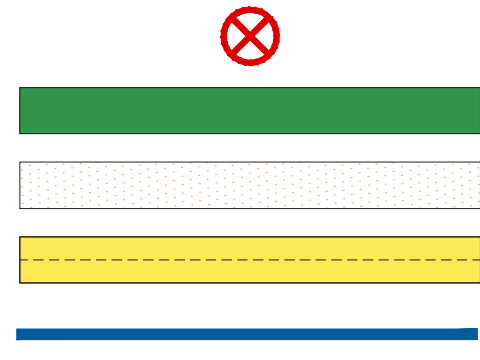
This design provides improvement in traffic operations and active transportation. It results in shorter delays for PTH 8 traffic at ramp intersections. It has a moderate construction cost and good constructibility.

LEGEND-PLAN:

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



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



Grassmere Road

Kapelus Drive

McPhillips Street

PTH 8

PTH 101

PTH 9 (Main Street) & PR 204 (Henderson Highway)

The North Perimeter (PTH 101)
Highway Design Study

Partial Cloverleaf at PTH 9 and Partial Cloverleaf at PR 204

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

Noise mitigation - combination
of wall and/or berm



Sperring Avenue

RED RIVER

PTH 101

Main Street

PTH 9

PR 204

CP Winnipeg Beach Subdivision

Rail overpass

LEGEND-PLAN:

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

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

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