

Manitoba
moves
forward

**Manitoba's
Highway
Renewal Plan
2011-2015**

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Minister's Message

As Minister of Manitoba Infrastructure and Transportation (MIT), I am proud to share our 2011 to 2015 Highway Renewal Plan. It lays out the next five years of our long term vision to strategically renew provincial roads and bridges. In 2006 we made a historical commitment to invest \$4 billion over 10 years. We have already invested more than \$1.8 billion in infrastructure renewal over the past four years and are on track to exceed our \$4 billion commitment.

Our planned approach ensures efficient, effective renewal of roads and bridges across the province. The public release of the first part of our long term plan gave the construction industry renewed confidence to build their businesses. That confidence has helped industry grow over the past several years and has kept Manitoba's economy going through the recent global downturns.

The highway renewal plan has provided nearly 20,000 person-years of direct and indirect employment. These unprecedented investments have made a real difference and we will continue to make that difference as we continue with the next stage of our 10-year commitment. This document outlines our plan for the next five years. We know that with ongoing investments, over a long period of time, great change can be made.

In 2004 we introduced *The Gas Tax Accountability Act*. It states all fuel taxes for road use must be reinvested in Manitoba's roads and bridges, ensuring an ongoing source of revenue for improvements and maintenance. For the 2010/11 budget year, the gas tax revenue is estimated to be \$230 million and the investment in roads and bridges is estimated to be \$525 million – more than double what is required under the act.

We will continue to exceed the requirements of the act and invest at historic levels because we recognize the critical contribution that roads and bridges make to Manitoba's economic prosperity.

The important improvements made to our roads and bridges so far would not have been possible without effective partnerships between MIT staff, the heavy construction industry, engineering service providers and other levels of government. I commend all of them for their continued co-operation and hard work.

This ongoing collaboration has resulted in the renewal of over 5,000 kilometres of roads and bridges in every region of Manitoba. Major upgrades were made to core highways, including: PTH 1, PTH 75, PTH 6, PTH 10, PTH 8 and PTH 83. We have also increased bridge inspection and renewal, and have provided more funds for water control and structures. The launch of CentrePort Canada Way and upgrades to the Emerson Port will be vital in ensuring Manitoba's place as a trade and transportation hub.

Federal infrastructure stimulus funding has allowed us to complete more projects than would have been possible with provincial resources alone. We believe long term infrastructure funding will help ensure Manitoba continues to be a keystone in the Canadian economy. While the current federal funding programs will soon expire, we will continue to push for added federal investment, particularly for the all-weather road on the east side of Lake Winnipeg.

I want to thank the many Manitobans who have been so patient with traffic delays during road and bridge construction over the past four years. I would also like to thank you in advance for your continued patience as we move ahead with our extensive construction plans. We all know that the inconvenience now will bring us better roads and bridges in the future. As the 2011 to 2015 Highway Renewal Plan begins, I have every confidence that the investments we make today will benefit all Manitobans for years to come.



Steve Ashton, Minister
Manitoba Infrastructure and Transportation

INTRODUCTION

Manitoba’s highways and bridges link the communities across the province’s vast geography to the emerging and expanding global markets of the modern era. Manitoba’s transportation infrastructure is the cornerstone of the province’s success and the gateway to the future.

Each year, these roads carry an estimated \$10 billion in Canadian exports south to US and Mexican markets. That is why a high priority was placed on the urgent and unprecedented renewal of provincial infrastructure. The 2007 to 2011 Highway Renewal Plan provided a blueprint for restoring aging roads, bridges and structures to ensure their safety, long term sustainability and Manitoba’s economic growth.

With the release of the 2011 to 2015 Highway Renewal Plan, the original 10-year, \$4-billion commitment moves into its second phase, maintaining the momentum established implementing the first plan.

The timely release of this information will again help Manitoba’s construction industry plan ahead, marshal its resources and make the most of Manitoba’s short construction seasons.

\$400 MILLION ANNUAL COMMITMENT



MANITOBA'S HIGHWAY RENEWAL PLAN 2007-2011

Sustainable Funding

In 2006, the Manitoba government made a commitment to invest at least \$4 billion over 10 years in the provincial road system. This long term vision provides sustainable, predictable funding of about \$400 million every year, and has given the construction industry the confidence it needs to grow and meet the demand.

In Manitoba's 2007 to 2011 Highway Renewal Plan, four areas of investment were outlined:

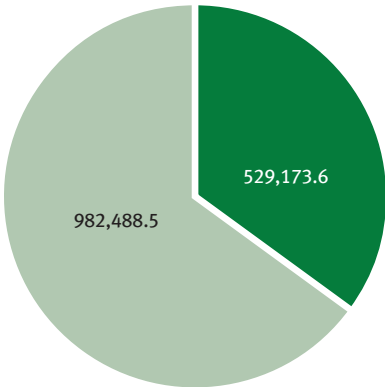
- capital construction and renewal
- maintenance
- preservation
- winter roads

The 2010 construction season was the fourth year of that plan and so far over \$1.81 billion has been invested. This averages \$450 million per year, on track to meet, or exceed, the promise to invest \$4 billion over 10 years.

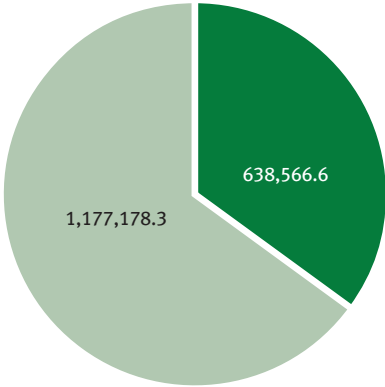
In the first four years of the plan (2007 to 2010):

- \$1.18 billion was spent in the Construction and Renewal Infrastructure Program, including long term projects addressing the province's core highways.
- \$638 million was spent on maintenance, preservation and winter roads.

PLANNED IN THE FIRST 4 YEARS



DELIVERED IN THE FIRST 4 YEARS



■ Preservation, Maintenance & Winter Roads
■ Construction & Renewal Program

Major Areas of Spending and Industry Growth

In the first four years of the plan (2007 to 2010):

\$800 million was spent on paving:

- 650 kilometres of microsurfacing
- 2,000 kilometres of sealcoat
- 100 kilometres of concrete paving and concrete pavement restoration
- 800 kilometres of bituminous paving
- 200 kilometres of asphalt surface treatment

In addition to the paving, over 1,300 kilometres of spot road improvements, capital grading and other surface preservation treatments were also completed.

Over the first four years of the plan more than 5,000 kilometres of road has been revitalized – equal to the distance from Winnipeg to Vancouver and back. In addition, \$290 million was spent on 141 bridges and structures.

Increased, sustainable investments posed a challenge to the heavy construction industry, but they rose to that challenge and have significantly grown in capacity. Training has been enhanced to provide skilled workers to meet growing demand. Companies have become more productive and efficient through the expansion of their heavy equipment fleets. These highway renewal efforts are succeeding because government has partnered with an agile construction industry with the expanding capacity to mix asphalt, produce concrete and move earth.

FEDERAL-PROVINCIAL COST SHARING FUND

In the first four years of the plan (2007 to 2010), there were additional federal infrastructure programs that contributed an average of \$44 million per year. These included the Infrastructure Stimulus Program, Building Canada (Provincial Territorial Base Funding for Infrastructure, Gateways and Borders) and Asia-Pacific Gateway programs that provided Manitoba with funding to complete additional projects.

FEDERAL-PROVINCIAL COST SHARING FUND (TOTAL FEDERAL CONTRIBUTIONS)				
	2007	2008	2009	2010 (estimated)
Total	\$26 million	\$21 million	\$48 million	\$81 million

Infrastructure Renewal Program Summary

INVESTMENTS IN HIGHWAYS AND BRIDGES AND STRUCTURES

Manitoba's 2007 to 2011 Highway Renewal Plan placed a critical emphasis on significant investment to address priorities across the province's core and national highways. The estimated level of investment for each highway was based on a number of specific projects outlined in the plan. As anticipated, many of these core highways received additional investments through federal-provincial cost sharing projects and the assignment of flexible funding built into the plan. The following chart illustrates that in most cases, the targeted investment has been exceeded because of further allocation of resources as the plan unfolded.

Highway	\$ initially planned over 5 years	\$ spent in first 4 years of the plan	\$ anticipated spending after 5 years
PTH 1	\$61.8 million	\$199.5 million	\$225.3 million
PTH 75	\$83 million	\$77.5 million	\$91.5 million
PTH 100 and 101 (Includes CCW/PR 221)	\$94.8 million	\$118.3 million	\$200.3 million
PTH 59	\$35.8 million	\$34.1 million	\$36.1 million
PTH 6	\$68 million	\$73.6 million	\$84.9 million
PTH 10	\$60.9 million	\$98.4 million	\$125.6 million
PR 373 and PR 374	\$45.4 million	\$33.8 million	\$47.8 million
PTH 16	\$41.4 million	\$25.2 million	\$35.5 million
PTH 8 and PTH 9	\$34.9 million	\$48.5 million	\$56.4 million
PTH 2 and PTH 3	\$59.2 million	\$79.3 million	\$98.8 million
PTH 68	\$25.7 million	\$31.9 million	\$42.3 million
PTH 83	\$31.5 million	\$33.2 million	\$43.2 million
Total	\$642.4 million	\$853.3 million	\$1087.7 million

CONSTRUCTION AND RENEWAL INFRASTRUCTURE PROGRAM 2011 TO 2015

Manitoba's introduction of a long term highway renewal plan was built on feedback received through the Vision 2020 consultation process. Wide ranging consultations invited analysis and comments from a broad range of stakeholders and resulted in a document that gave expression to their collective vision. It recognized that in the decades since the original construction of Manitoba's roads and bridges, investment levels had not kept pace with the needs of an aging network. The rapidly increasing demands of modern transportation in a global economy have put additional pressures on Manitoba's transportation infrastructure.

The consultation process confirmed that much of Manitoba's transportation infrastructure would benefit from upgrading to accommodate the demands of the current and future transportation systems. The Manitoba government's commitment to sustained funding was the central response to the recommendations of the Vision 2020 consultation process.

The 2011 to 2015 Highway Renewal Plan highlights work to be done on primary provincial highways, but does not identify all work to be done in the next five years. As in the previous plan, not all of the committed funding is yet allocated. Some funds are reserved to address emerging needs, future federal projects and the many smaller provincial road projects which are selected on an annual basis.

To improve the overall condition of the road network, Manitoba will continue with investments in bridge and structure replacements, highway preservation and infrastructure rehabilitation projects. Over the next five years, this continuous focus on renewal will:

- strengthen the safety and efficiency of the network
- revitalize the transportation system's various components
- ensure Manitoba's transportation infrastructure can meet the challenges of the global economy

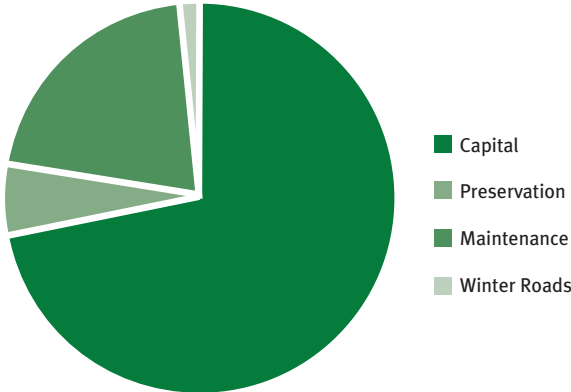
Because this document is primarily a planning tool, the precise dates for construction may change. Manitoba's short construction season and the complicated nature of the work requires flexibility to change project dates when necessary. Because of weather conditions, environmental approvals and contractor availability, the remaining projects dates are flexible and will take place sometime between 2012 and 2015.

The new five-year plan includes projects identified for construction in 2011. The tendering schedule for the 2011 construction season was released in November 2010 to allow contractors time to bid on projects for the next construction season. It is available at: www.gov.mb.ca/mit/contracts/index.html.

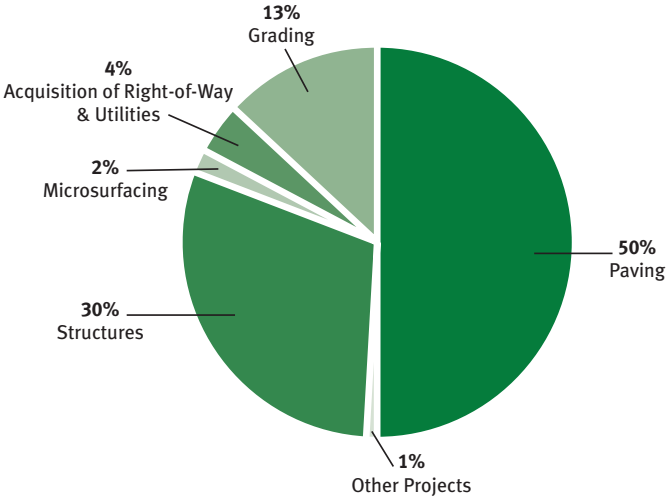
In November each year, the following year's tender schedule will be provided so construction companies have time to prepare their bids for the coming year.

Major Areas of Spending for 2011/12

2011/2012



2011/2012 CAPITAL



Federal-Provincial Cost Sharing Programs

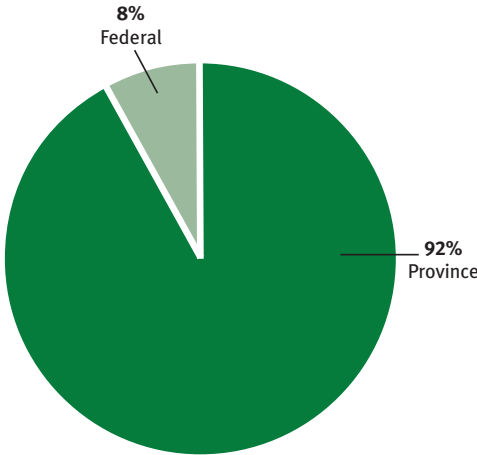
MIT is participating in several federal-provincial cost sharing programs including:

- Building Canada – Infrastructure Stimulus Fund
www.buildingcanada-chantierscanada.gc.ca/creating-creation/isf-fsi-eng.html
- Building Canada – Provincial/Territorial Base Funding for Infrastructure
www.buildingcanada-chantierscanada.gc.ca/creating-creation/ptbase-finbasept-eng.html
- Building Canada – the Gateways and Border Crossings Fund
www.buildingcanada-chantierscanada.gc.ca/funprog-progfin/target-viser/gbcf-fpepf/gbcf-fpepf-eng.html
- The Asia-Pacific Gateway Corridor and Initiative
www.pacificgateway.gc.ca/investments.html

The table below shows the estimated federal contribution of investments in projects currently identified as cost shared, within the current federal government programs.

ESTIMATED TOTAL FEDERAL CONTRIBUTIONS					
	2011	2012	2013	2014	2015
Total (estimated)	\$51 million	\$49 million	\$34 million	\$1 million	\$1 million

PROVINCIAL AND FEDERAL INVESTMENT IN THE 2011-2015 HIGHWAY RENEWAL PLAN



*Federal investment total is based on the current federal programs and approved projects.

The federal stimulus funding surpassed the annual average federal investment of \$10 million over the past decade. From Manitoba’s perspective, the average annual collection of \$210 million in federal fuel taxes each year from Manitobans should be re-invested in Manitoba’s roads and bridges. It should provide the foundation for increased federal contributions, sustained over the long-term, so that it can be incorporated into plans for a revitalized National Highway System.

As the current federal programs end, it is clear that longer term, sustained, predictable federal investment is crucial to the development of ongoing provincial infrastructure renewal strategies. The province will continue to partner with and urge the federal government to make a longer term commitment to a highway funding program that will move Manitoba forward.

Flexible Response Fund

Long term planning is essential for cost efficient roadway construction, as is the capacity to respond effectively and immediately to emerging needs.

The flexible response fund will ensure the province is able to deal with changing needs and emergencies. An effective long term plan needs to be flexible. Some funding will be available annually in the Construction and Renewal Program to address emerging needs.

Flexible response funding will be allocated to specific projects in each year's fall tendering schedule. The distribution will include projects that:

- are candidates for cost-efficient repairs
- have a significant impact on improving the overall provincial road system
- address an emergent need
- are smaller projects on provincial roads and bridges

Bridges and Structures

Emphasis on bridge renewal will continue to be a priority. There are 69 bridge projects included in this five-year plan.

In the previous plan, aging bridges and structures were renewed or replaced across the province, enhancing public safety and maintaining economic activities dependent on this vast system. With over 2,700 bridges and culverts built into this network of roads and more than 1,000 similar structures in the provincial water control system, there is an evident need to continue the inspection, repair, maintenance and replacement efforts in the next phase of the rebuilding program. In addition to the plan outlined in this document, Manitoba is working with the Association of Manitoba Municipalities to establish a municipal bridge renewal program.

These efforts will include a continuation of the expanded Bridge Inspection Program which has completed over 4,600 inspections during the past three years. Because many Manitoba bridges and structures were built between 1950 to 1970, monitoring, assessment and renewal are critical to ensuring Manitoba's transportation infrastructure remains safe, efficient and capable of meeting the future demands of global commerce.

The 2011 to 2015 Highway Renewal Plan is a proactive strategy of investment that recognizes the urgent need to keep addressing the challenges of current bridges and structures. At the same time, an equally important focus on new projects such as the PTH 1 and PTH 16 interchange and the current construction of overpasses for the CentrePort Canada development will be maintained. Over the next five years, these planned investments in bridges and structures are essential to the overall goal of ensuring the transportation network is capable of maintaining Manitoba's competitive advantages in the global marketplace.

MAJOR HIGHWAYS

The following section highlights major highway and bridge projects summarized by highway number, which includes the bridges along the route.

PTH 1 (Trans-Canada Highway)

\$245 MILLION OVER FIVE YEARS

In 2007, Manitoba completed a four-year, \$50 million effort to finish twinning PTH 1 (Trans-Canada Highway) west to the Saskatchewan boundary. This long anticipated expansion strengthened this highway's role within the national highway system. The four-lane highway now stretches across Manitoba from near the Manitoba-Ontario border in the east for a distance of approximately 500 kilometres.

The original Highway Renewal Plan recognized the need to expand this effort into a broader renewal of the Trans-Canada Highway across the province. It included work on 480 kilometres of road and six structures. To date, this work has included the addition of paved shoulders, rumble strips, widening in some locations, reconstruction of aging sections, surfacing of worn sections and microsurfacing. As Manitoba's primary east-west link, many projects qualified under joint provincial-federal programs. This allowed the Manitoba government to advance more projects than originally planned.

The vision for this critical link continues to be supported by significant investments planned over the next five years. The \$245 million planned over the next five years will bring the total Trans-Canada Highway upgrades to over \$426 million. By 2016, much of the aging surface will have been renewed, many of the structures rehabilitated and most of the highway will have paved shoulders from the city of Winnipeg to the Saskatchewan border.

One of MIT's largest projects in the upcoming five years is the new interchange at PTH 1 and 16. This massive multi-year development will be partially funded by the federal government. It will significantly improve safety and lower green house gas emissions caused by stopping at the intersection's signal lights.

PROJECT SCHEDULE (SEE MAPS)

MAP 1

2011

- A. Pave the eastbound lanes and shoulders from PTH 5 near Carberry to the east junction of PR 351 near Sidney.
- B. Pave the eastbound and westbound lane shoulders from PTH 16 to the east junction of PTH 1A west of Portage la Prairie.
- C. Pave the eastbound lanes of the Portage Bypass from west of PR 240 to east of PR 240.

2012-2015

- D. Reconstruction of PTH 1A from 18th Street to 1st Street in Brandon.
- E. Grade and pave a service road in Brandon from west junction PTH 10 to east junction PTH 10.
- F. Rehabilitate northbound structure on PTH 1A at the Assiniboine River.
- G. Pave the westbound lanes and shoulders from 13 kilometres east of PTH 5 near Sidney to PTH 5 near Carberry.
- H. Pave the westbound lanes from west of PR 351 to the east junction of PR 351.
- I. Interchange construction at PTH 16 west of Portage la Prairie.
- J. Structure on PTH 1A at the Portage la Prairie bypass.
- K. Reconstruction of PTH 1A from 8th Street to 18th Street in Portage la Prairie.
- L. Microsurface 3.1 kilometres of the eastbound and westbound lanes of PTH 1A from Stephens Ave to east junction of PTH 1 in Portage la Prairie.
- M. Rehabilitate the westbound structure at Assiniboine River east of Portage la Prairie.

MAP 2

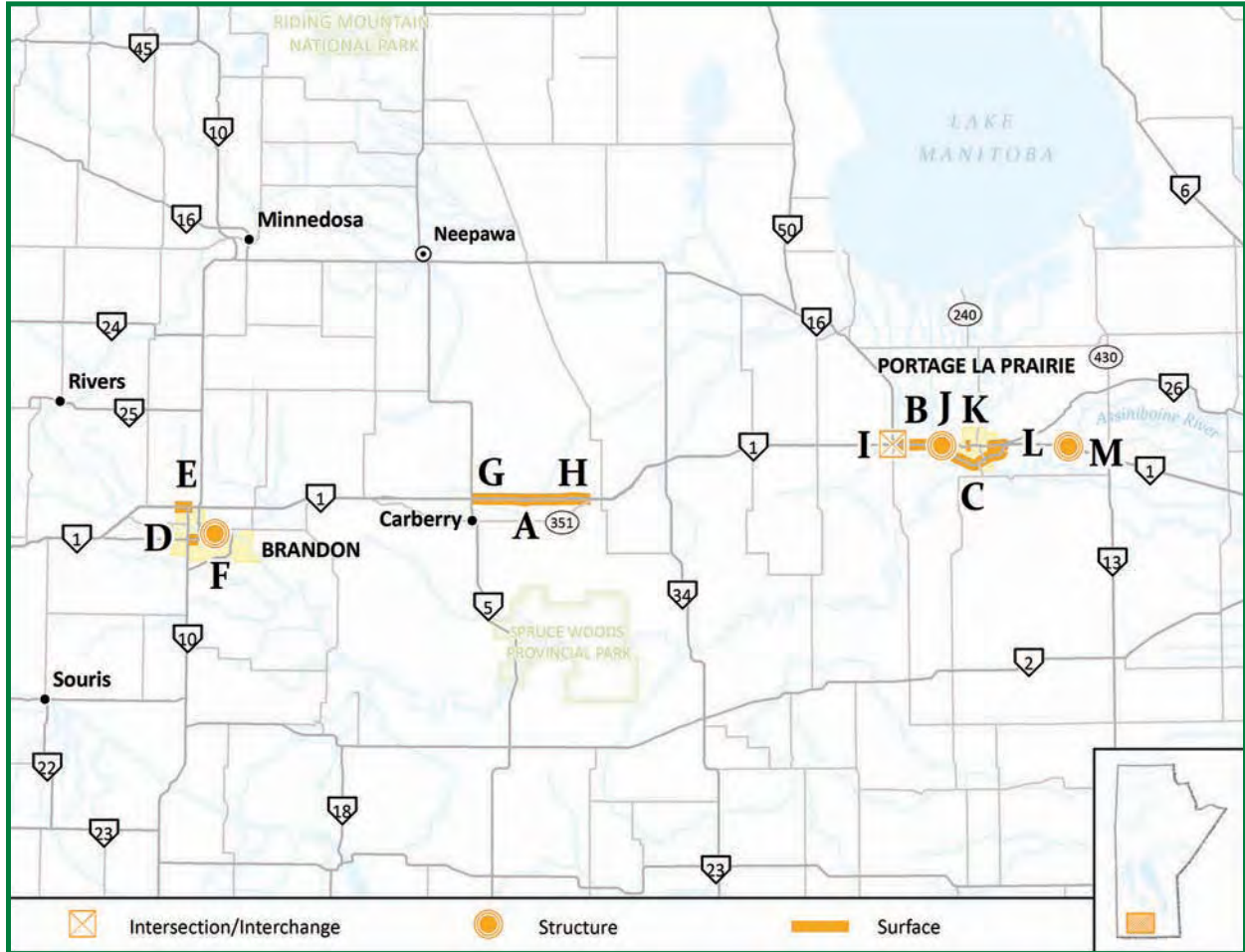
2011

- N. Microsurface the eastbound and westbound lanes from west of PR 332 near Dacotah to east of PTH 26 close to Headingley.

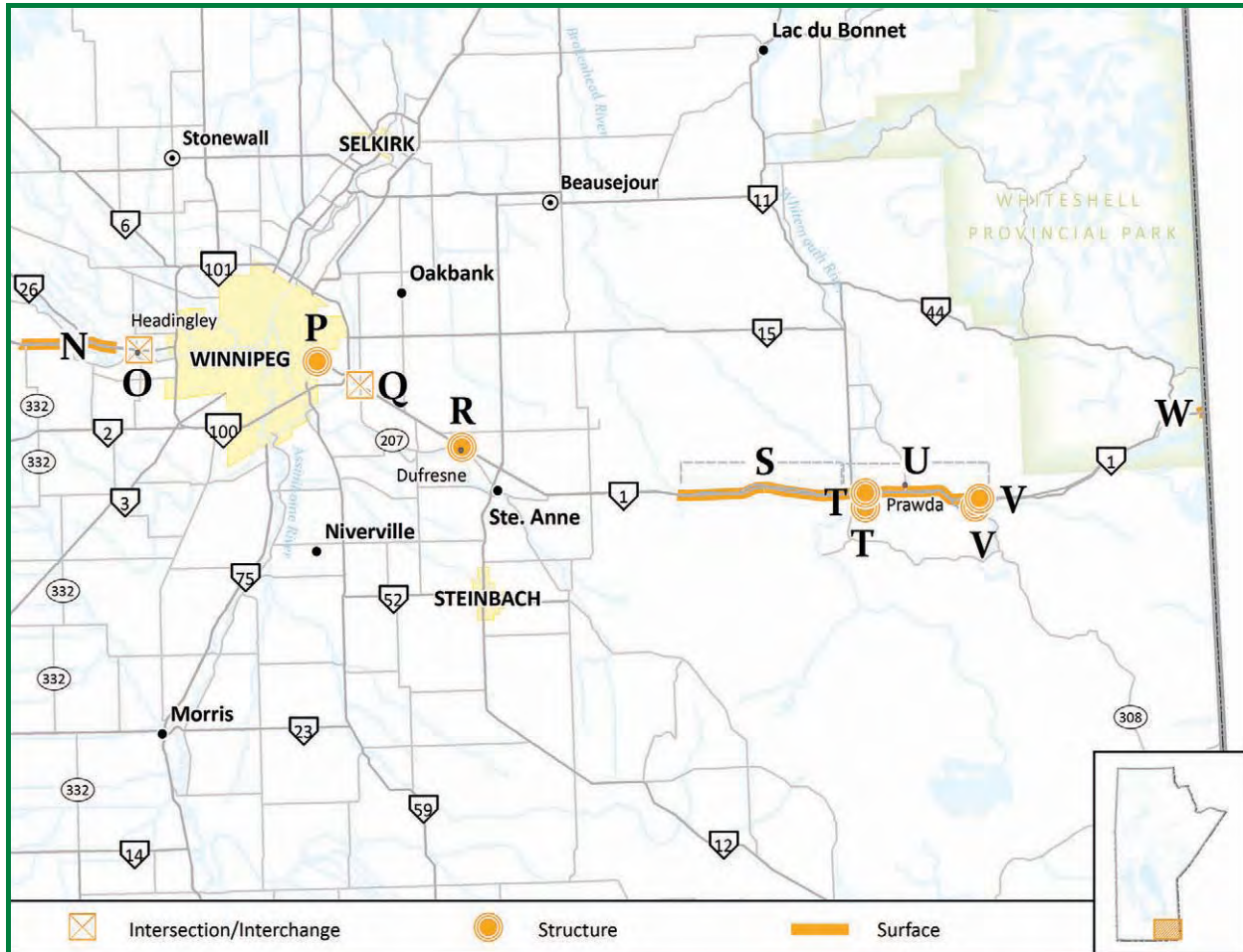
2012 - 2015

- O. Intersection improvements in Headingley from Blumberg access to Coverall (Husky station).
- P. Rehabilitate the structure at Symington Yard Overpass east of Winnipeg.
- Q. Intersection improvements at PR 207 (Deacon's Corner).
- R. Replace two eastbound structures in the vicinity of Dufresne.
- S. Grade widen the eastbound lanes from the Brokenhead River to the Greater Winnipeg Water District railway crossing.
- T. Rehabilitate the westbound and eastbound structures at Whitemouth River west of Prawda.
- U. Reconstruct the westbound lanes from PR 308 near East Braintree to PTH 11 near Hadashville.
- V. Rehabilitate the westbound and eastbound structures at Birch River east of Prawda.
- W. Twin from West Hawk Scales to the Ontario boundary.

PTH 1 – MAP 1



PTH 1 – MAP 2



PTH 2 and PTH 3

\$63 MILLION OVER FIVE YEARS

PTH 2 and PTH 3 are vital regional trucking routes, connecting a significant portion of Manitoba's rich agricultural heartland and growing oil industry to Canadian, American and global markets. Since the original plan began in 2007, government has provided approximately \$79.3 million to renew portions of these southern, commercial arteries.

That momentum is maintained in this plan with a variety of projects, including grade widening, reconstruction, paving, microsurfacing and work on five structures along the routes. By the end of the current plan, over \$140 million will be invested in these provincial trunk highways.

PROJECT SCHEDULE (SEE MAPS)

MAP 1

2011

A. Microsurface PTH 2 from PR 256 near Sinclair to the Reston Access.

2012 - 2015

B. Structure replacement on PTH 2 at Jackson Creek, west of Sinclair.

C. Structure replacement on PTH 2 at Stony Creek, east of Sinclair.

D. Structure replacement on PTH 3 at Graham Creek, south of Melita.

E. Pave PTH 3 from Medora to Deloraine.

F. Grade widen, base and pave PTH 3 from the south junction of PTH 21 to PR 450 near Deloraine.

G. Rehabilitate structure on PTH 2 at Souris River, vicinity of Wawanesa.

MAP 2

2011

H. Pave PTH 3 north of Winkler from PTH 14 to PTH 23.

2012-2015

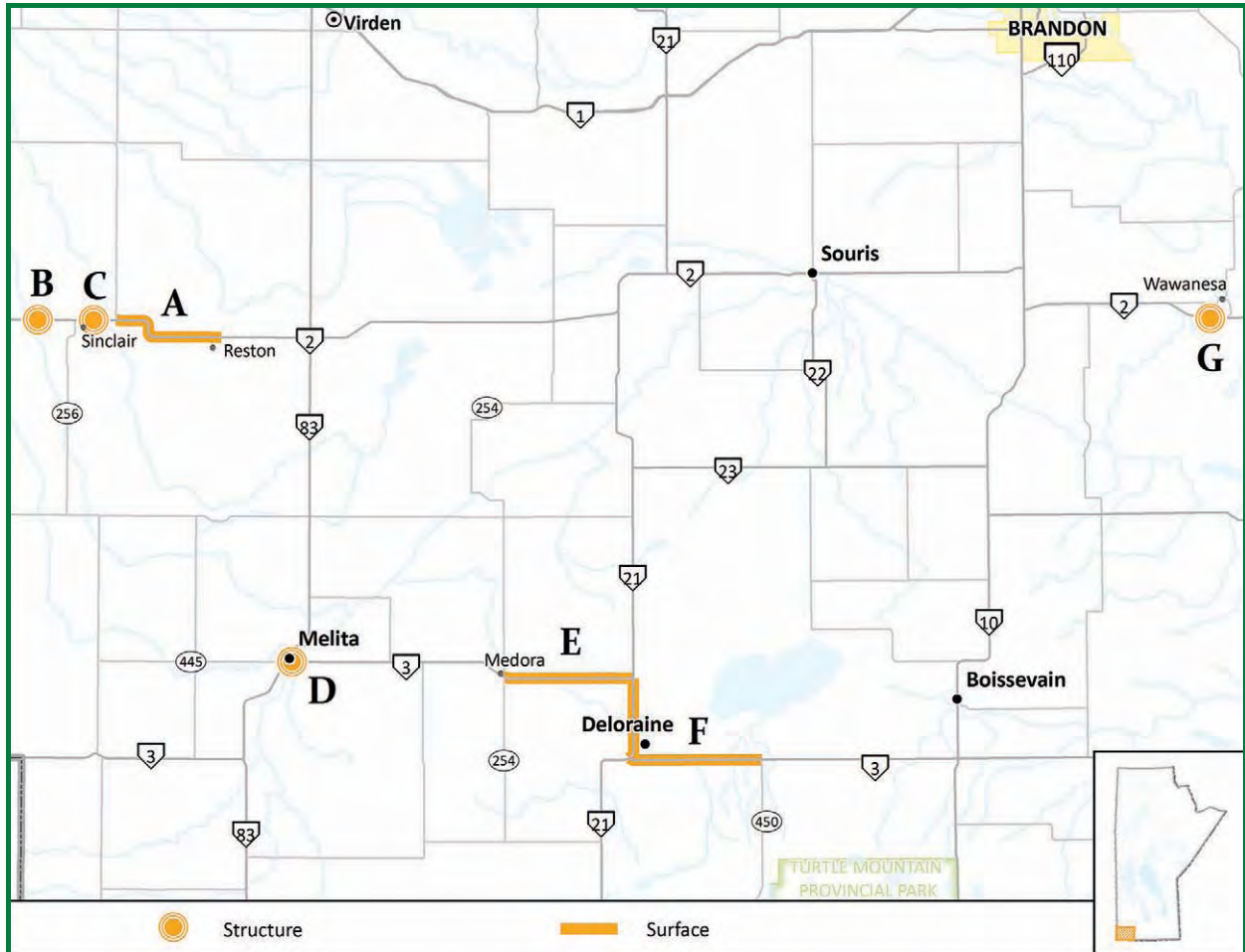
I. Pave PTH 3 from PTH 34 east of Pilot Mound to Pembina River near La Rivière.

J. Intersection improvements on PTH 3 at PTH 23.

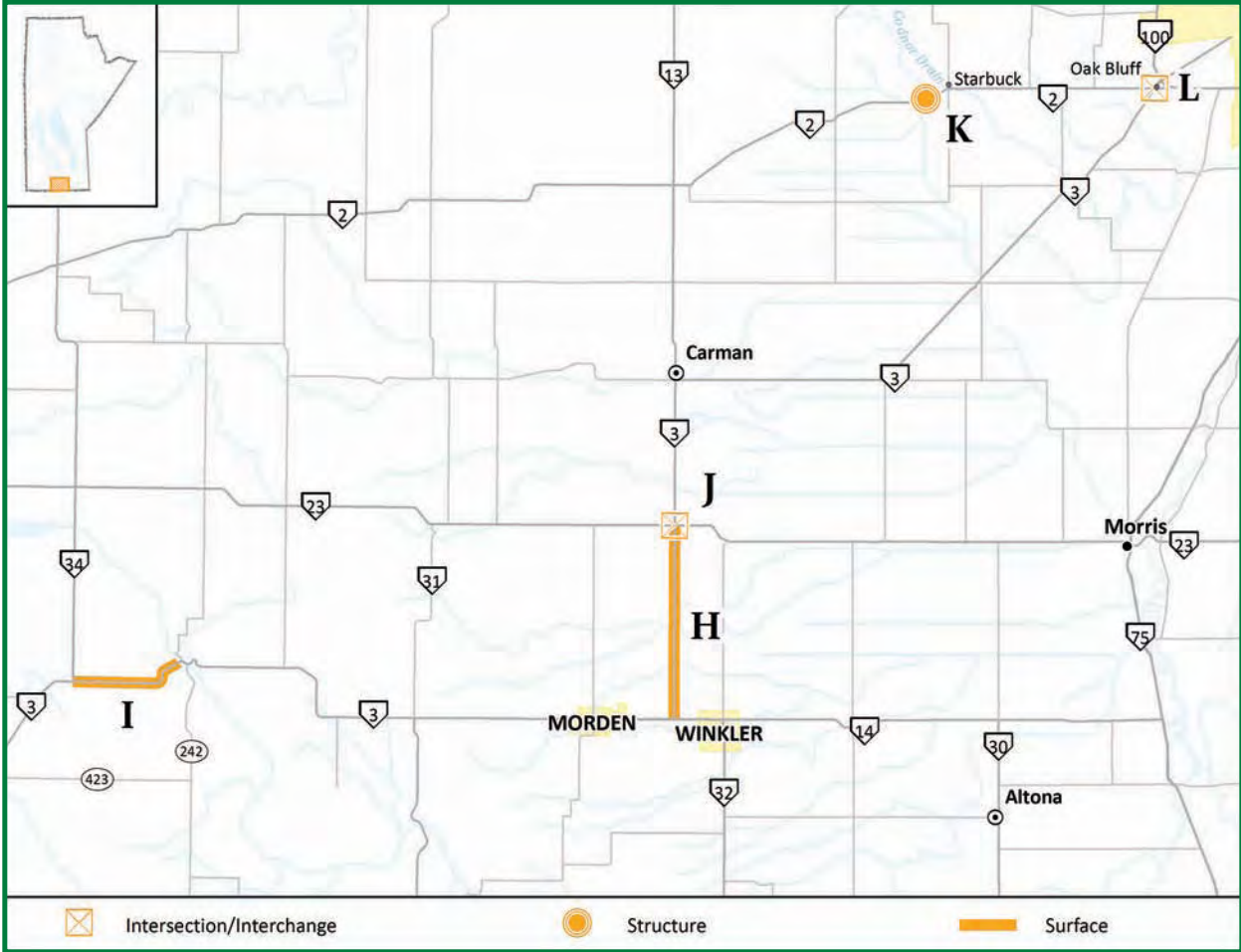
K. Structure replacement on PTH 2 at Codner Drain, vicinity of Starbuck.

L. Intersection improvements on PTH 2 in the vicinity of Oak Bluff.

PTH 2 AND 3 – MAP 1



PTH 2 AND 3 – MAP 2



PTH 5

\$17 MILLION OVER FIVE YEARS

PTH 5 is a highway of multi regional importance, running from the Saskatchewan boundary down through western Manitoba communities such as Roblin, Dauphin, Ste. Rose du Lac, Neepawa to the US border. Almost \$10 million was invested in the first phase of Manitoba's infrastructure renewal plan. Improvements included reconstructing the highway through Roblin, rehabilitating the nearby Bield Overpass, and 30 kilometres of surface work near Dauphin and Ste. Rose du Lac. The next five years will commit approximately \$17 million to rehabilitating critical structures on the highway and paving an additional 13.5 kilometres east of Riding Mountain.

PROJECT SCHEDULE (SEE MAP)

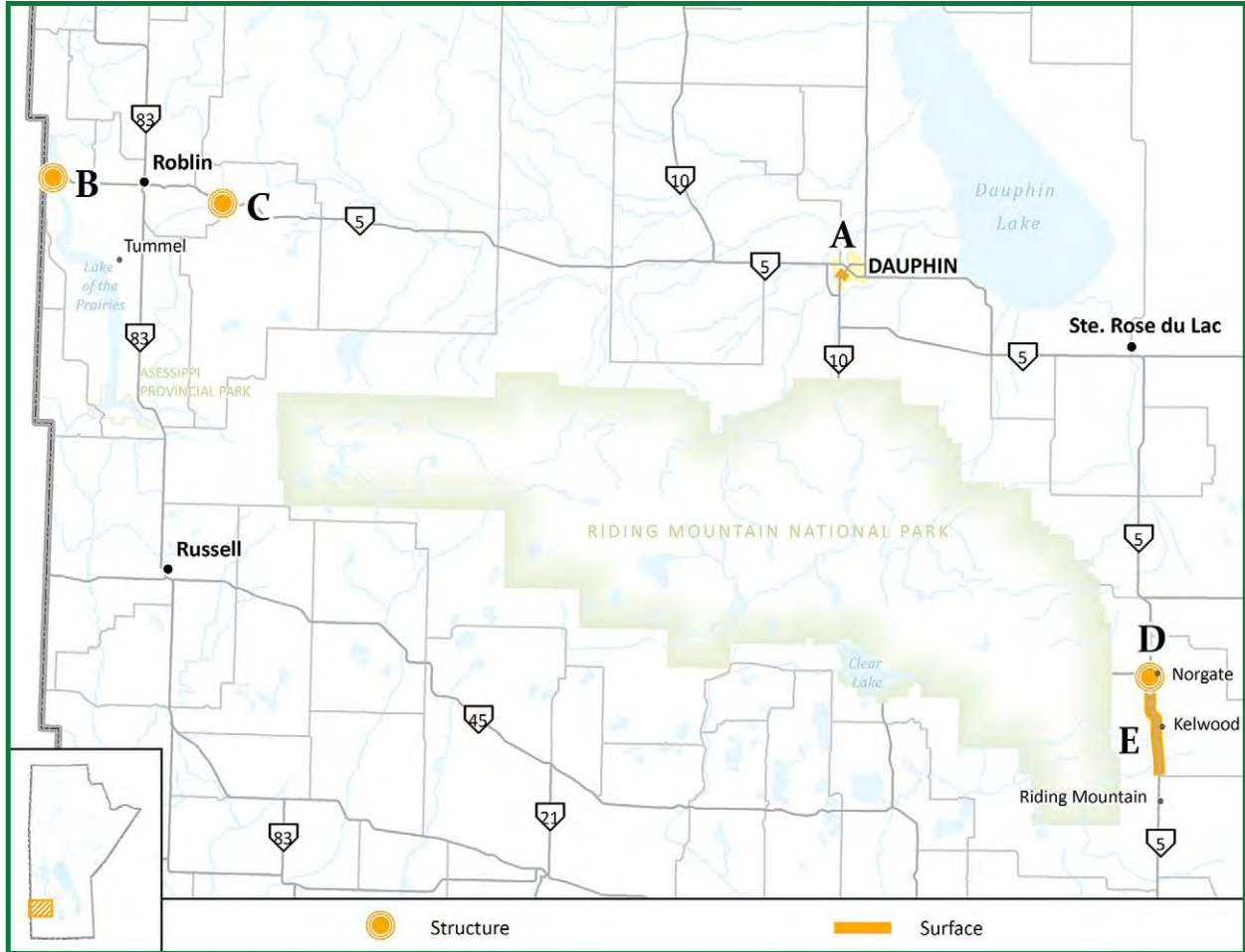
2011

- A. Pave PTH 5A from 5th Ave NW to 4th Ave SW in Dauphin.

2012-2015

- B. Rehabilitate structure at Lake of the Prairies, west of Roblin.
- C. Rehabilitate structure at Shell River, east of Roblin.
- D. Replace structure north of Kelwood.
- E. Pave from PR 261 to PTH 19.

PTH 5



PTH 6

\$78 MILLION OVER FIVE YEARS

PTH 6 was built from Grand Rapids to Thompson in 1966 to help the growth of Thompson as a mining centre. The road has emerged as the key access to Manitoba's northern communities and vast natural resources. Since 2007, over \$70 million has been invested in widening the grade, reconstruction and paving.

This renewal work will continue from 2011 to 2015, with an additional \$78 million planned for investment. By the end of the 10-year strategy, a total investment of around \$150 million will have been made in this highway, sustaining its essential role in the economic growth of the north.

PROJECT SCHEDULE (SEE MAPS)

MAP 1

2012-2015

- A. Pave from north of Warren to PR 248 (includes new location in the vicinity of Woodlands).
- B. Grade 1.5 kilometres of PTH 6, new location, vicinity of Woodlands.
- C. Replace structure at Burnt Lake Drain, north of Lundar.
- D. Pave from Camper Drain to Ashern.
- E. Intersection improvements at Ashern Auction Mart Road.
- F. Rehabilitate structure at Homebrook Drain (at St. Martin Junction).
- G. Replace structure at Two Rivers Diversion, 77 kilometres south of Grand Rapids.

MAP 2

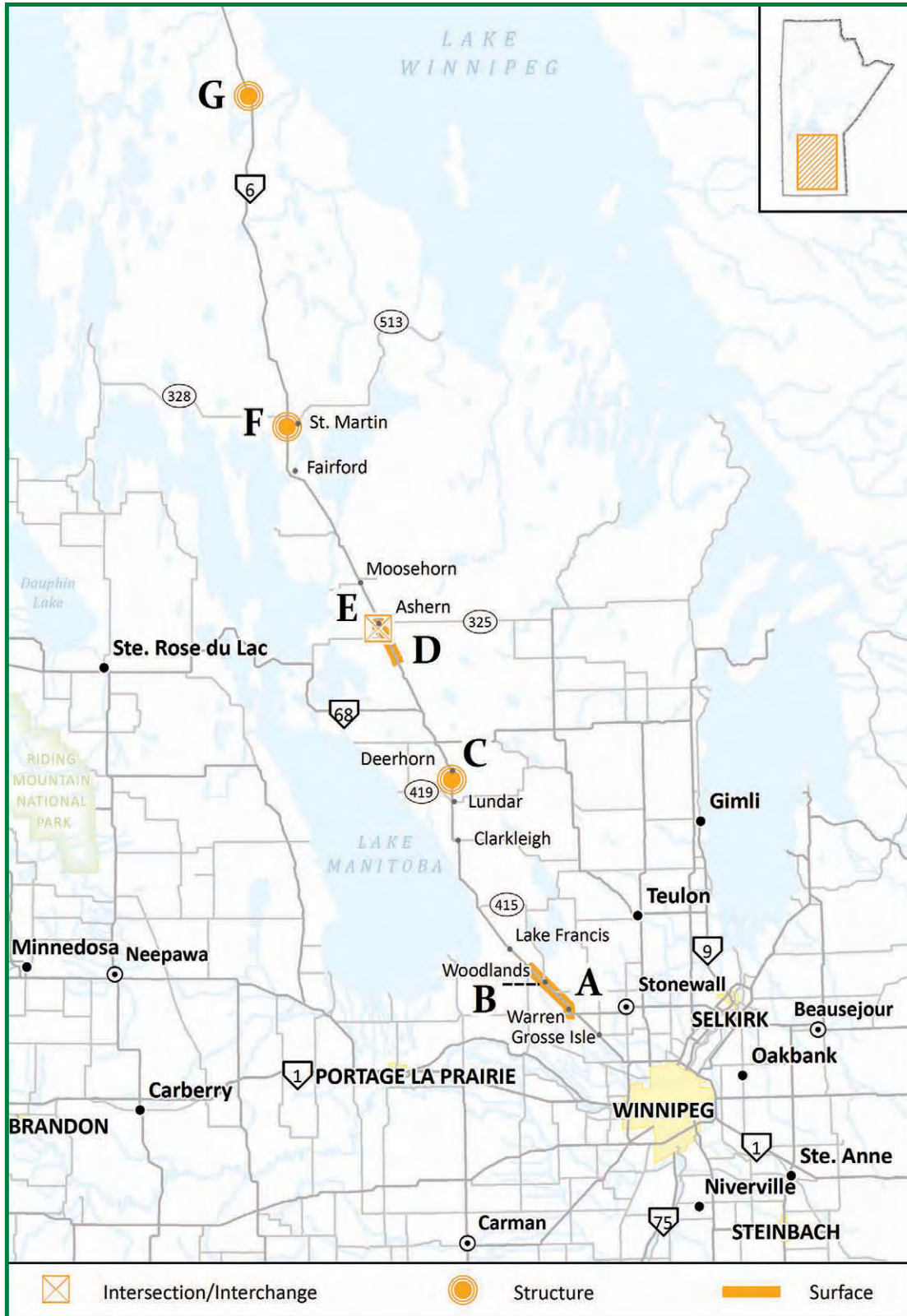
2011

- H. Pave south of Hargrave River to Ponton.

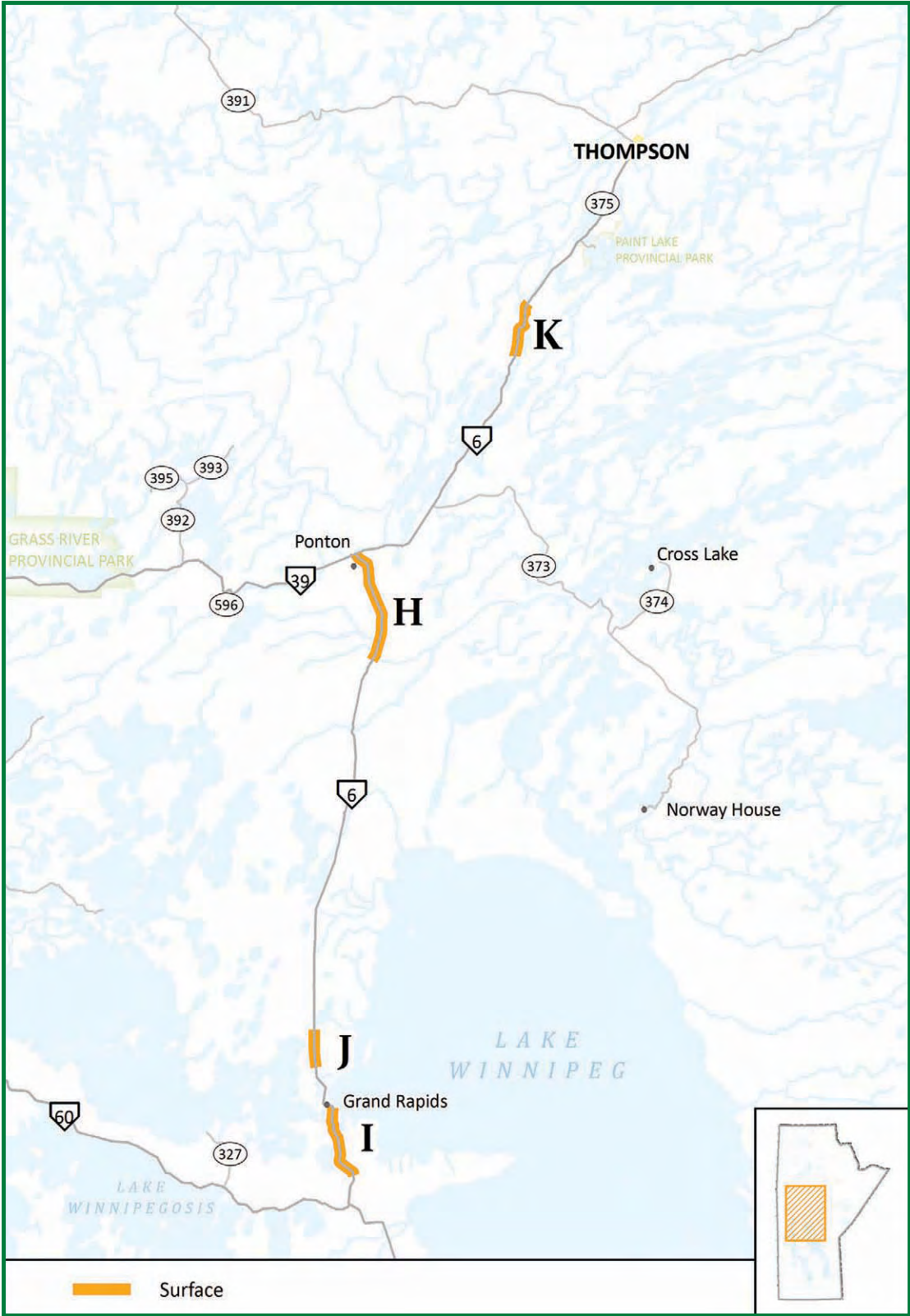
2012-2015

- I. Widen, pave and improve drainage from north of PTH 60 to Grand Rapids Drive.
- J. Microsurface from north of Grand Rapids to 25 kilometres north of Grand Rapids.
- K. Grade and pave from Sasagiu Rapids to 17 kilometres north.

PTH 6 – MAP 1



PTH 6 – MAP 2



PTH 7, PTH 8 and PTH 9

\$33 MILLION OVER FIVE YEARS

PTH 7, PTH 8 and PTH 9 are major north-south links in the Interlake. Economic activity in the agricultural, tourism, commercial and recreation sectors all move along these highways. While all three highways begin in Winnipeg, they all serve different parts of the Interlake region. PTH 7 runs through Teulon and onto Arborg; PTH 8 goes from Winnipeg right to Hecla/Grindstone Provincial Park; and PTH 9 heads through Selkirk and Winnipeg Beach, ending in Gimli.

PTH 8 and PTH 9 were included in the first highway renewal plan and over \$48 million was invested in major improvements. PTH 8, in particular, was reconstructed from Winnipeg Beach past Gimli all the way to Hnausa. The plan for 2011 to 2015 has been expanded to include PTH 7. Over the next five years, \$33 million will be invested in intersection improvements, rehabilitation, paving and renewing two structures along these three major highways.

PROJECT SCHEDULE (SEE MAP)

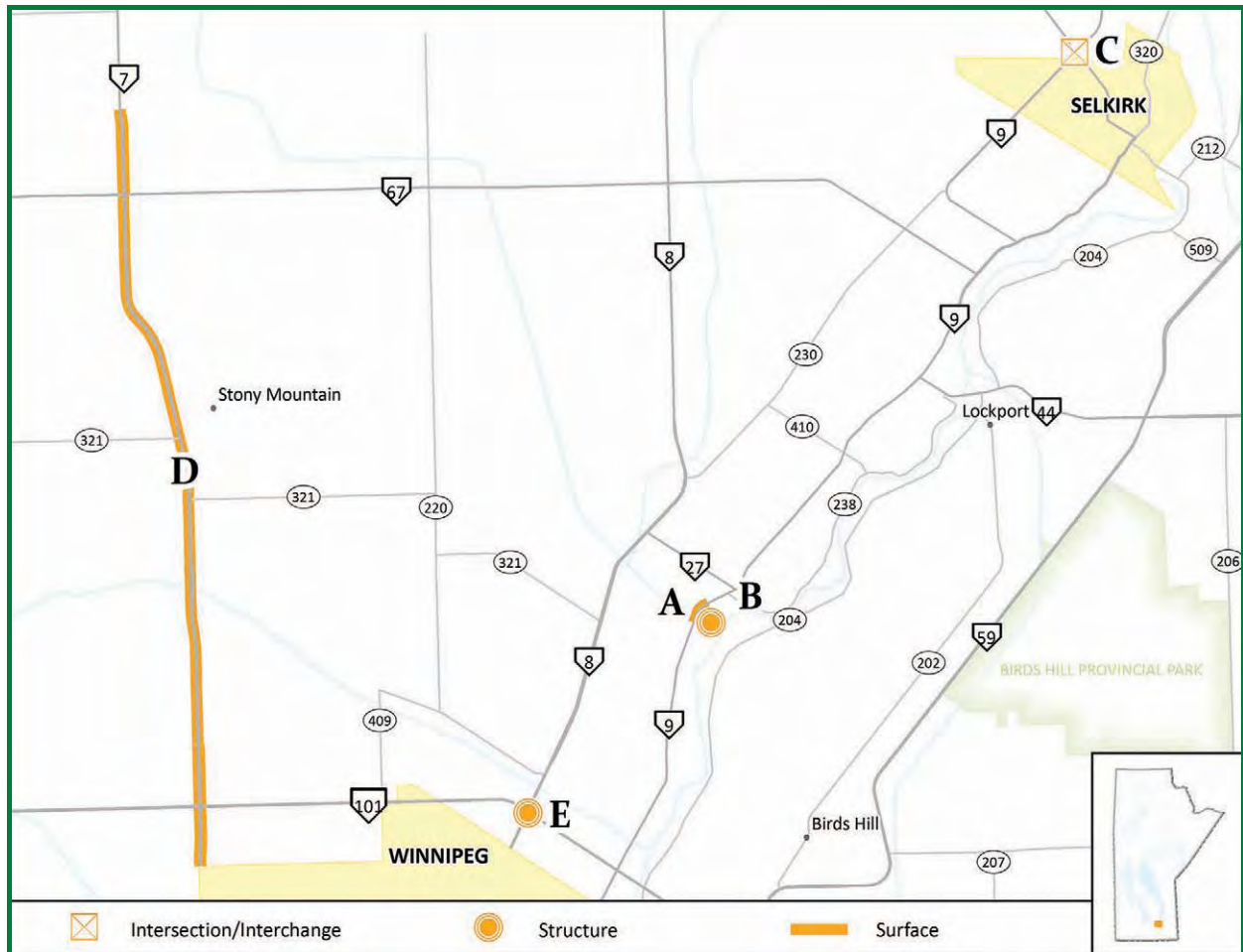
2011

- A. Complete grade and concrete pavement on PTH 9 (includes service road) from south of PTH 27 at Parks Creek.
- B. Replace structure on PTH 9 at Parks Creek, south of Selkirk.
- C. Intersection improvements on PTH 9 at Manitoba Avenue, west of Selkirk.

2012-2015

- D. Rehabilitate concrete pavement on PTH 7 from south of PTH 101 to north of PTH 67.
- E. Rehabilitate structure on PTH 8 at PTH 101 Overpass (Perimeter Highway).

PTH 7, PTH 8 AND PTH 9



PTH 10

\$148 MILLION OVER FIVE YEARS

As an important part of the national and provincial highway system, PTH 10 runs north-south along western Manitoba. At 721 kilometres in length, PTH 10 is currently the longest highway in Manitoba. It connects northern communities such as Flin Flon and The Pas to the south and leads to the access of the Pukatawagan winter road. Travelling south, PTH 10 connects Swan River, Dauphin, Minnedosa, Brandon, Boissevan and many communities in between, all the way to the US Border. PTH 10 is vital to the many sectors that drive the economy in western Manitoba, including agriculture, tourism and forestry.

Under the first highway renewal plan, \$98.4 million was invested in improving this important highway. This included the completion of the twinned bridges on 18th Street in Brandon. Under the 2011 to 2015 plan, \$148 million will be spent on improvements that include passing lanes, widening, paving, reconstruction, intersection improvements and rehabilitating two structures.

PROJECT SCHEDULE (SEE MAPS)

MAP 1

2011

- A. Widen and pave from PTH 110 to Aberdeen Avenue, in Brandon.
- B. Intersection improvements at Maryland Avenue, in Brandon.
- C. Grade and pave from PTH 1 to north of PTH 25, north of Brandon, includes the addition of passing lanes.

2012-2015

- D. Widen and pave from the US border to PTH 3.
- E. Widen and pave from PTH 3 to PTH 23.
- F. Microsurface from south junction of PTH 23 to south junction of PTH 2.
- G. Initiate the Daly Overpass project, in Brandon (land acquisition).
- H. Forest Bypass (land acquisition).
- I. Widen and pave from north of PTH 25 to north of PTH 24, includes the addition of passing lanes.
- J. Grade and pave 9.6 km north of PTH 24 to 13.6 km north of PTH 24 (curve realignment).
- K. Widen and pave from north of PTH 24 to 14.5 km north of PTH 24, includes the addition of passing lanes.
- L. Rehabilitate structure at Drifting River, south of PR 267 (north of Ashville).

MAP 2

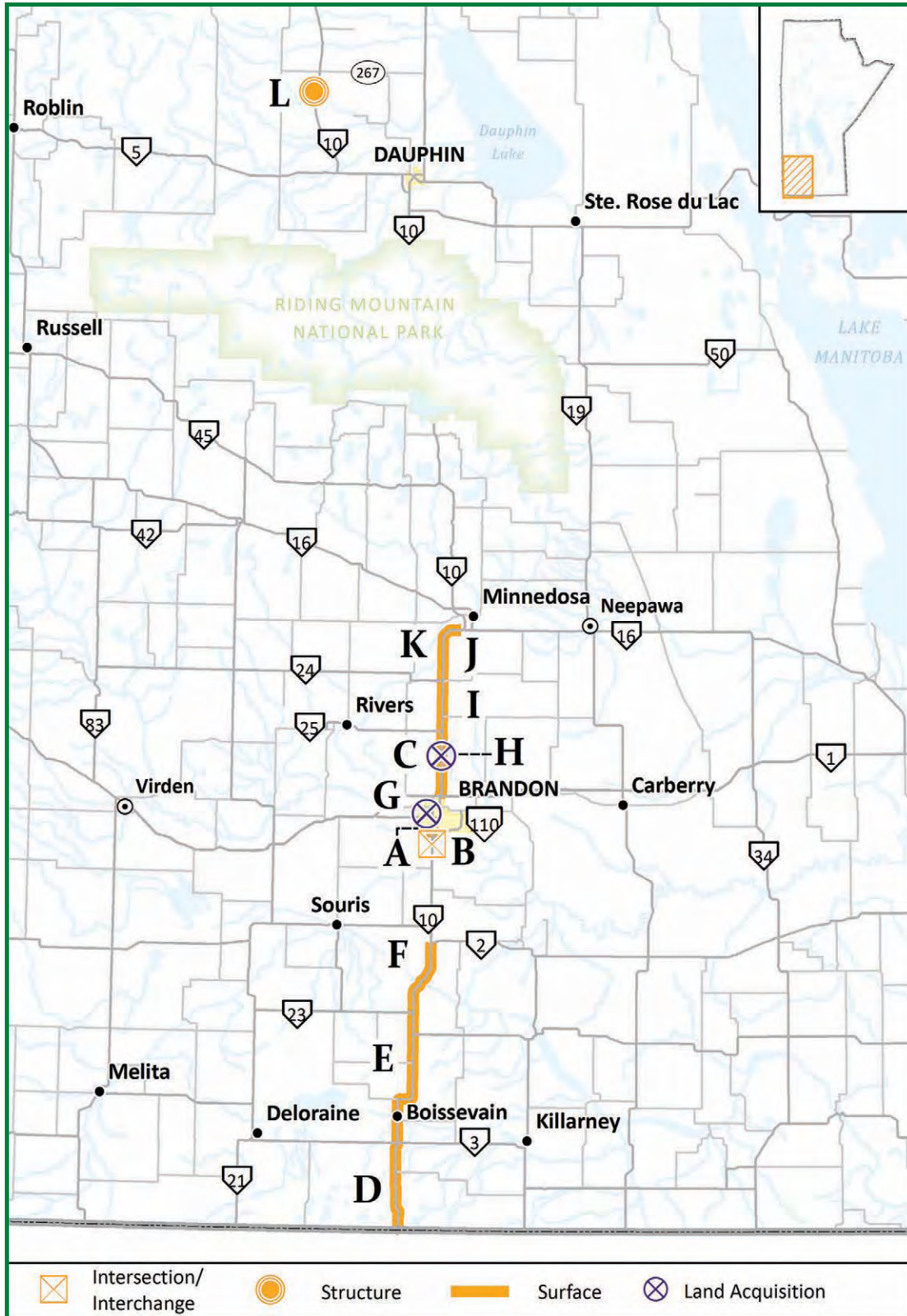
2011

- M. Grade east of Swan River from LP Access to PR 488.
- N. Microsurface from north junction of PTH 10A to Bowsman, north of Swan River.
- O. Microsurface from north of PTH 77 to Red Deer River.
- P. Widen from Wanless to PTH 39 (north of The Pas) including additional base and asphalt surface treatment to Wanless Access Road (PR 637).

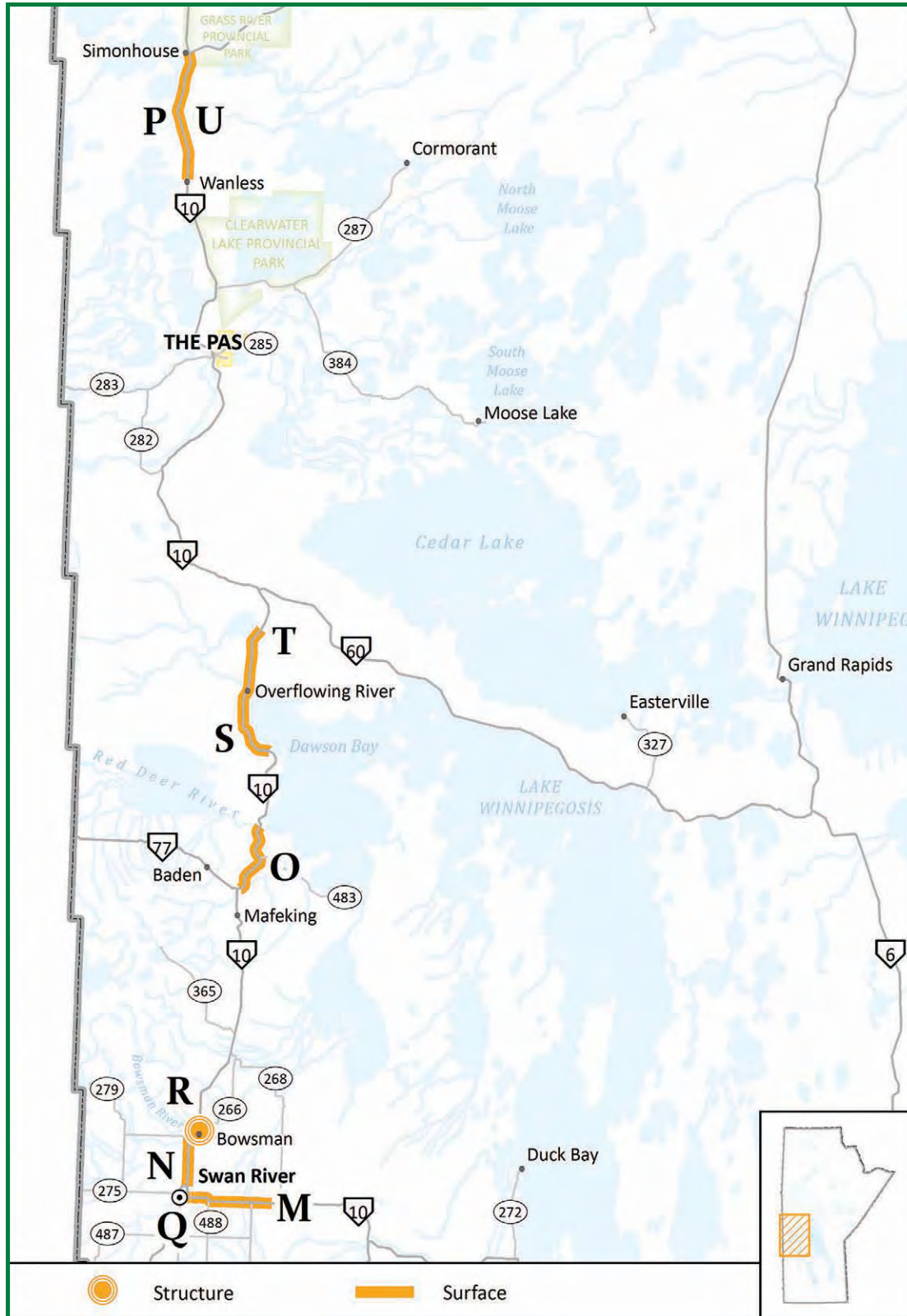
2012-2015

- Q. Grade, base, and pave east of PR 488 to east of PTH 10A, east of Swan River.
- R. Rehabilitate structure at Bowsman River, north of PR 266.
- S. Pave 17 km south of Overflowing River to Overflowing River.
- T. Pave from Overflowing River to 10 km south of PTH 60.
- U. Pave from Wanless to PTH 39, north of The Pas.

PTH 10 – MAP 1



PTH 10 – MAP 2



PTH 11 and PTH 12

\$78 MILLION OVER FIVE YEARS

Serving as the principal north-south corridor for farming, recreation and tourism in south-eastern Manitoba, PTH 11 and PTH 12 are important highways in the region. PTH 11 starts at the Trans-Canada Highway and makes its way north through Lac du Bonnet to Powerview Pine Falls. PTH 12 begins at the US border near Sprague and travels north through Steinbach, ending at Grand Beach.

The significant renewal that took place on a number of highways throughout Manitoba under the first plan has allowed expansion of the 2011 to 2015 plan to include major investments in PTH 11 and PTH 12. The second five-year plan will see \$78 million invested in these two highways for paving, restoration, reconstruction and structure rehabilitation.

PROJECT SCHEDULE (SEE MAP)

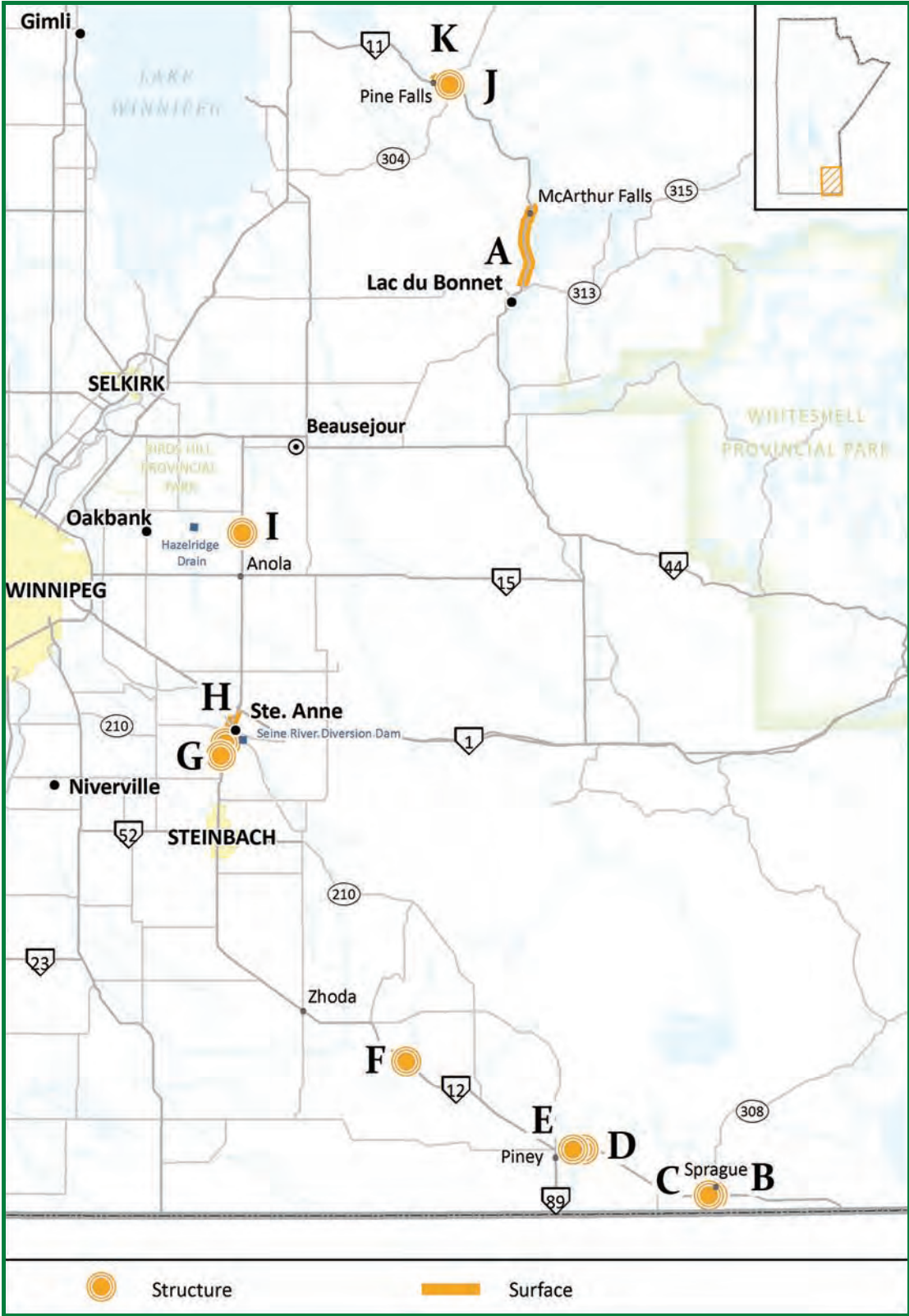
2011

- A. Pave 13 km of PTH 11 from PR 313 to McArthur Falls.

2012-2015

- B. Structure replacement on PTH 12 at Mud Creek, south of Sprague.
- C. Structure replacement on PTH 12 at Sprague Creek, south of Sprague.
- D. Structure replacement on PTH 12 at East Pine Creek, east of Piney.
- E. Structure replacement on PTH 12 at West Pine Creek, east of Piney.
- F. Structure replacement on PTH 12 at Rat River Diversion, south-east of Zhoda.
- G. Structure replacements on PTH 12 (northbound and southbound) at Seine River Diversion (south of Ste. Anne).
- H. Rehabilitate concrete pavement on the northbound and southbound lanes of PTH 12 from the Seine River Diversion to PTH 1.
- I. Structure replacement on PTH 12 at Hazelridge Drain, north of Anola.
- J. Rehabilitate structure on PTH 11 at Powerview Creek, near Pine Falls.
- K. Reconstruct 3.5 km of PTH 11 from east of PR 304 to west of Pine Falls.

PTH 11 AND PTH 12



PTH 16

\$94 MILLION OVER FIVE YEARS

Officially opened in 1970, PTH 16, also known as the Yellowhead Highway, is part of Canada's national highway system. It is second only to the Trans-Canada Highway in trade volumes. Billions of dollars of commerce move to and from local, national and international markets along the Yellowhead each year. PTH 16 is key to sustaining Manitoba's role as a transportation hub in North America.

During the first five-year plan, \$25.2 million was invested in the renewal of PTH 16 including reconstruction, paving and intersection improvements. The 2011 to 2015 plan will see an additional \$94 million invested in this critical national artery for work that includes grading, paving and structure rehabilitation. The improvements will include the addition of passing lanes to enhance safety and improve the flow of traffic.

PROJECT SCHEDULE (SEE MAP)

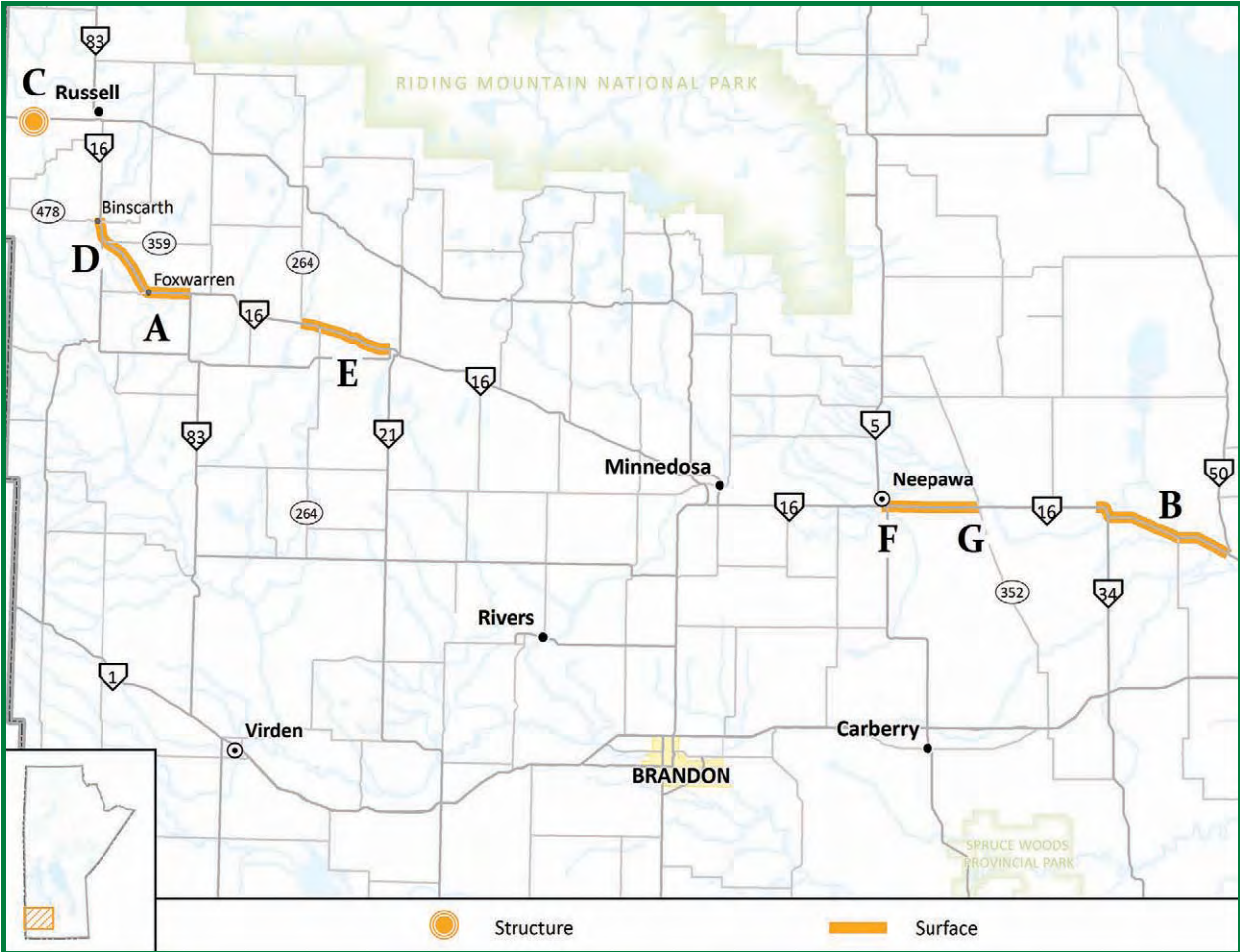
2011

- A. Widen and pave from Binscarth to east of Foxwarren.
- B. Pave west of PTH 34 to PTH 50, includes the addition of passing lanes.

2012-2015

- C. Rehabilitate structure at Assiniboine River, west of Russell.
- D. Grade and pave (realignment) from PR 478 to PR 359.
- E. Widen and pave from the east junction of PR 264 to PTH 21.
- F. Pave from the west junction of PTH 5 to Mountain Avenue in Neepawa.
- G. Widen and pave from Neepawa to PR 352, includes the addition of passing lanes.

PTH 16



PTH 59

\$86 MILLION OVER FIVE YEARS

In the summer, many Manitobans travel on PTH 59 to visit beaches and cottages along the eastern shore of Lake Winnipeg. Year-round, this highway is an important link for public and commercial traffic travelling along eastern Manitoba.

During the first highway renewal plan, over \$34 million was invested to twin Highway 59 south of Winnipeg to Ile des Chênes. Also, significant sections of the highway north of Winnipeg were repaved as part of a long term vision to renew and twin this highway all the way to Highway 11 north of Grand Beach.

This long term vision continues through the plan for the next five years and includes continued paving on the existing lanes. Preparations including designs, land acquisitions, public consultations and environmental approvals are underway to begin twinning the highway between Brokenhead Ojibway Nation and PTH 11.

PROJECT SCHEDULE (SEE MAP)

2011

A. Complete the structure rehabilitation at PTH 100 Overpass (south Perimeter highway).

2012-2015

B. Commence twinning between PTH 11 and Brokenhead Ojibway Nation.

C. Pave from north of Brokenhead Ojibway Nation to PTH 11.

PTH 59



PTH 68

\$15 MILLION OVER FIVE YEARS

Running from Ste. Rose in the west to Arborg in the east, PTH 68 is an important highway for the region's agriculture sector. As an efficient way to transport grain to inland rail terminals, this highway is a key link between producers and markets.

The \$32 million invested in the first renewal plan, along with funds from the expired federal Prairie Grains Road Program, upgraded PTH 68. The upgrade allows for RTAC loading. Under the 2011 to 2015 plan, paving will continue to the Lake Manitoba Narrows and two intersections will be improved. When this remaining work is completed the entire route through the Interlake will have been renewed.

PROJECT SCHEDULE (SEE MAP)

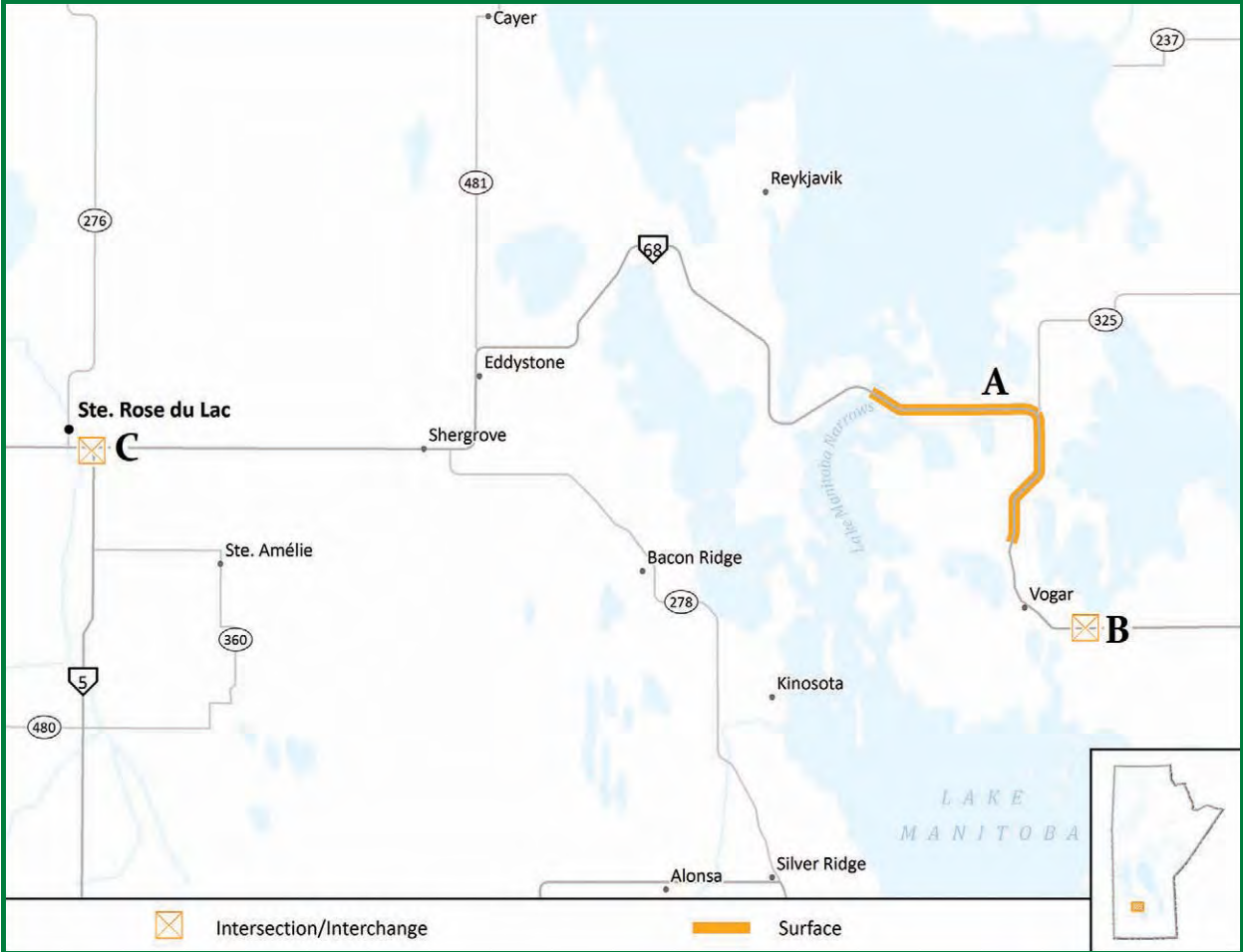
2011

- A. Pave from Lake Manitoba Narrows to south of PR 325.
- B. Intersection improvements at west Vogar access.

2012-2015

- C. Intersection improvements at PTH 5, south of Ste. Rose du Lac.

PTH 68



PTH 75

\$111 MILLION OVER FIVE YEARS

As the northern gateway for central Canada's access to the Mid-Continent Trade Corridor, PTH 75 plays a pivotal role in the development of Manitoba's International Gateway Strategy (MIGS) and fosters the province's growing role in global trade. More than 300,000 vehicles and \$12 billion dollars in trade pass through the port of Emerson each year, underscoring the strategic and economic value of this southern extension of the national highway system.

Since 2007, more than \$77.5 million has been invested to sustain this international trade route that links Manitoba with the US I-29. A hydraulic assessment project for the Red River has been commissioned, including river flows in the Morris area, as the next phase of the plan to improve flood protection on PTH 75. This assessment will help determine the impact of potential flood protection works in the area. US officials have stated that they have no plans to upgrade I-29 to accommodate higher flood levels.

As the highest volume portal to US and Mexican markets, between Windsor and Vancouver, the realization of PTH 75's growing potential relies on continued investment in renewal and upgrading. Under the 2011 to 2015 Highway Renewal Plan, \$111 million has been allocated over the next five years for concrete paving, reconstruction, rehabilitation activities, as well as the rehabilitation of one bridge to maintain the efficient, seamless movement of goods to world markets.

PROJECT SCHEDULE (SEE MAP)

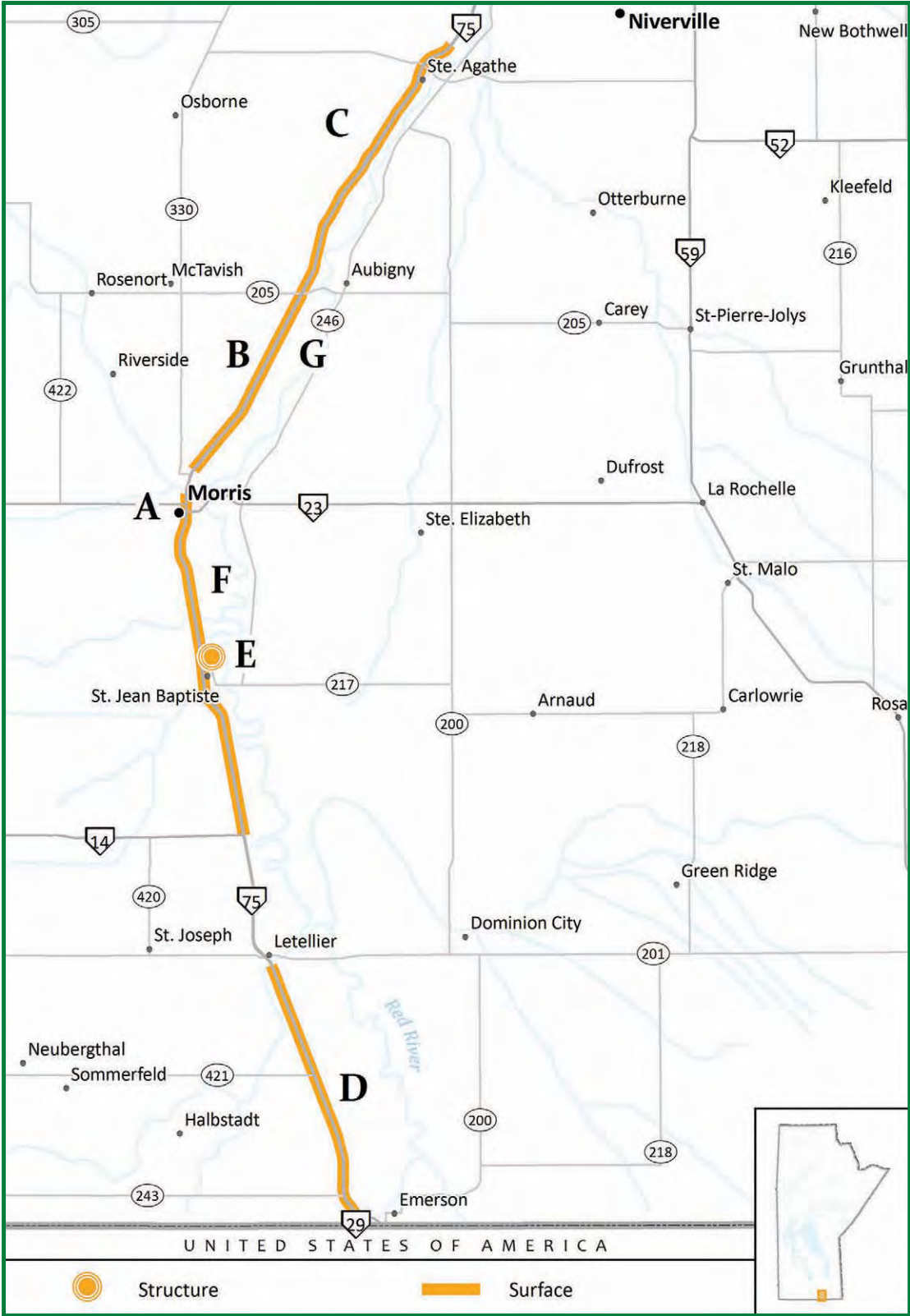
2011

- A. Reconstruct concrete pavement on the northbound and southbound lanes through the town of Morris.
- B. Rehabilitate concrete pavement on the southbound lanes from north of Morris River to Aubigny.
- C. Rehabilitate concrete pavement on the southbound lanes from Aubigny to north of Ste. Agathe.

2012-2015

- D. Rehabilitate concrete pavement on the southbound lanes from the US border to south of Letellier.
- E. Rehabilitate northbound structure at Plum River near PR 217.
- F. Rehabilitate concrete pavement on the northbound lanes from north of PTH 14 to Morris.
- G. Rehabilitate concrete pavement on the northbound lanes from north of Morris River to Aubigny.

PTH 75



PTH 83

\$47 MILLION OVER FIVE YEARS

PTH 83 runs from Swan River south through the oil fields of south-western Manitoba to the US border at Coulter. It goes along the western edge of Manitoba near the Manitoba-Saskatchewan border. In addition to Manitoba's growing oil industry, this highway is critical to supporting the agriculture sector, tourism, forestry and other important parts of this diverse economy.

The \$33.2 million investment over the first years of the plan focused on the section between Roblin and Swan River. That work has not only ensured that spring road restrictions were removed from that stretch of highway, but also enabled it to receive RTAC designation in 2010. This means trucks with the heaviest allowable loads now have access to the highway year round, greatly enhancing the flow of goods in the region.

The 2011 to 2015 renewal plans will see an additional investment of \$47 million, focusing on the next major section of PTH 83 between Roblin and Russell. Work includes widening, paving, and replacement of a structure at Bosshill Creek.

PROJECT SCHEDULE (SEE MAP)

2011

A. Complete the paving from north of PR 367 to south of PTH 57, north of San Clara.

2012-2015

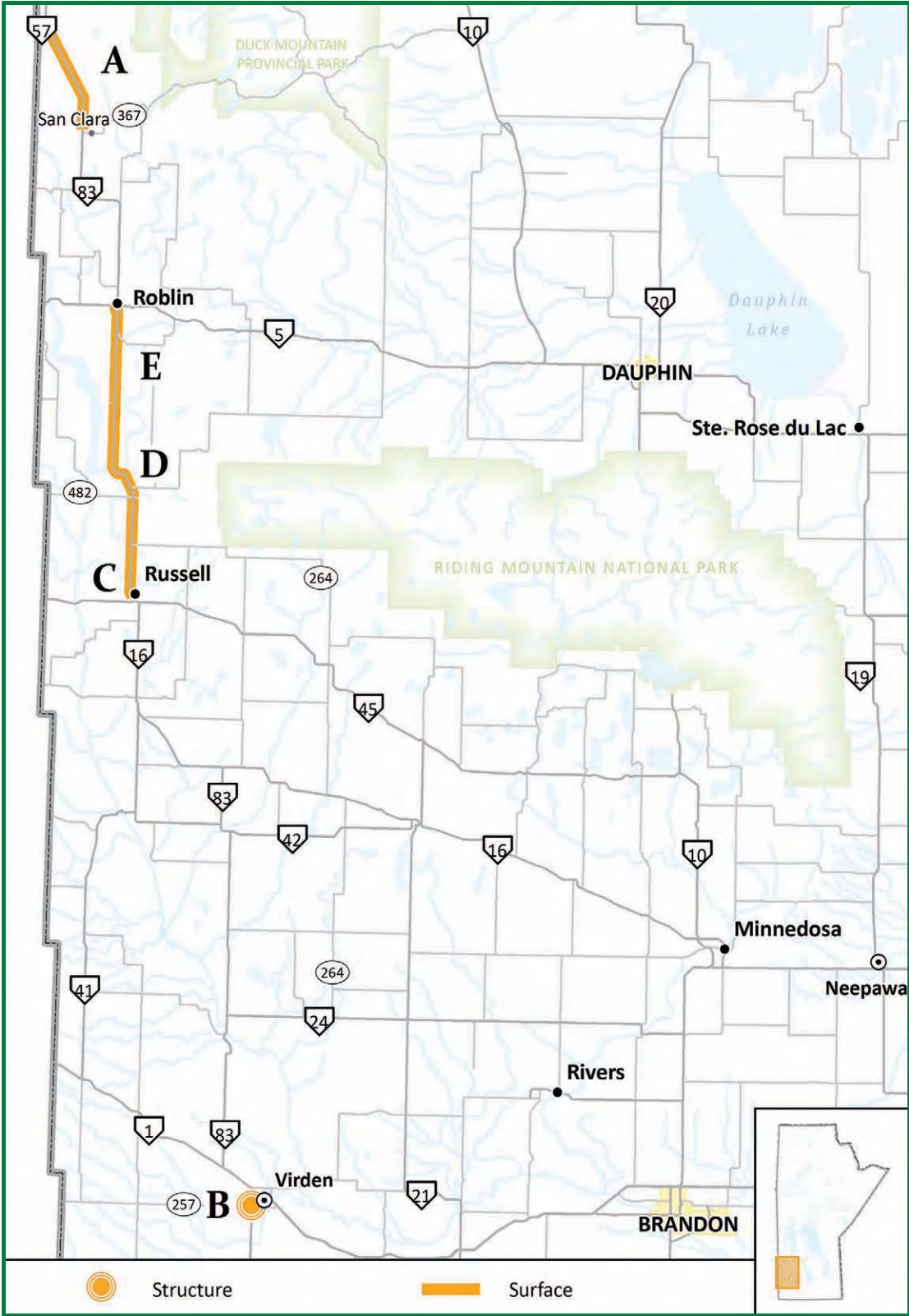
B. Replace structure at Bosshill Creek south of Virden.

C. Widen and pave from Russell to PR 264.

D. Pave from PR 264 to 17.7 km north of PR 482.

E. Pave from 17.7 km north of PR 482 to Roblin.

PTH 83



PTH 100 and PTH 101 (Perimeter Highway)

\$108 MILLION OVER FIVE YEARS

Since its construction in the 1950s and 1960s, traffic volumes on the 90 kilometre Perimeter Highway have grown steadily. The province's geographical location makes Manitoba a strategic transportation hub in North America because local, national and international markets are reached via this road.

An investment of \$118.3 million in work on roads, bridges and structures on the Perimeter Highway over the past several years has renewed much of this infrastructure. This renewal included completing the twinning of the north-eastern perimeter, making the entire route a four-lane highway. This has improved the efficiency and safety for all motorists, including the large number of tourists and truckers who travel on it.

Over the next five years, this essential trucking and transportation link will receive an investment of \$108 million to begin construction of the PTH 59 and PTH 101 interchange, improve intersections and rehabilitate three structures.

PROJECT SCHEDULE (SEE MAP)

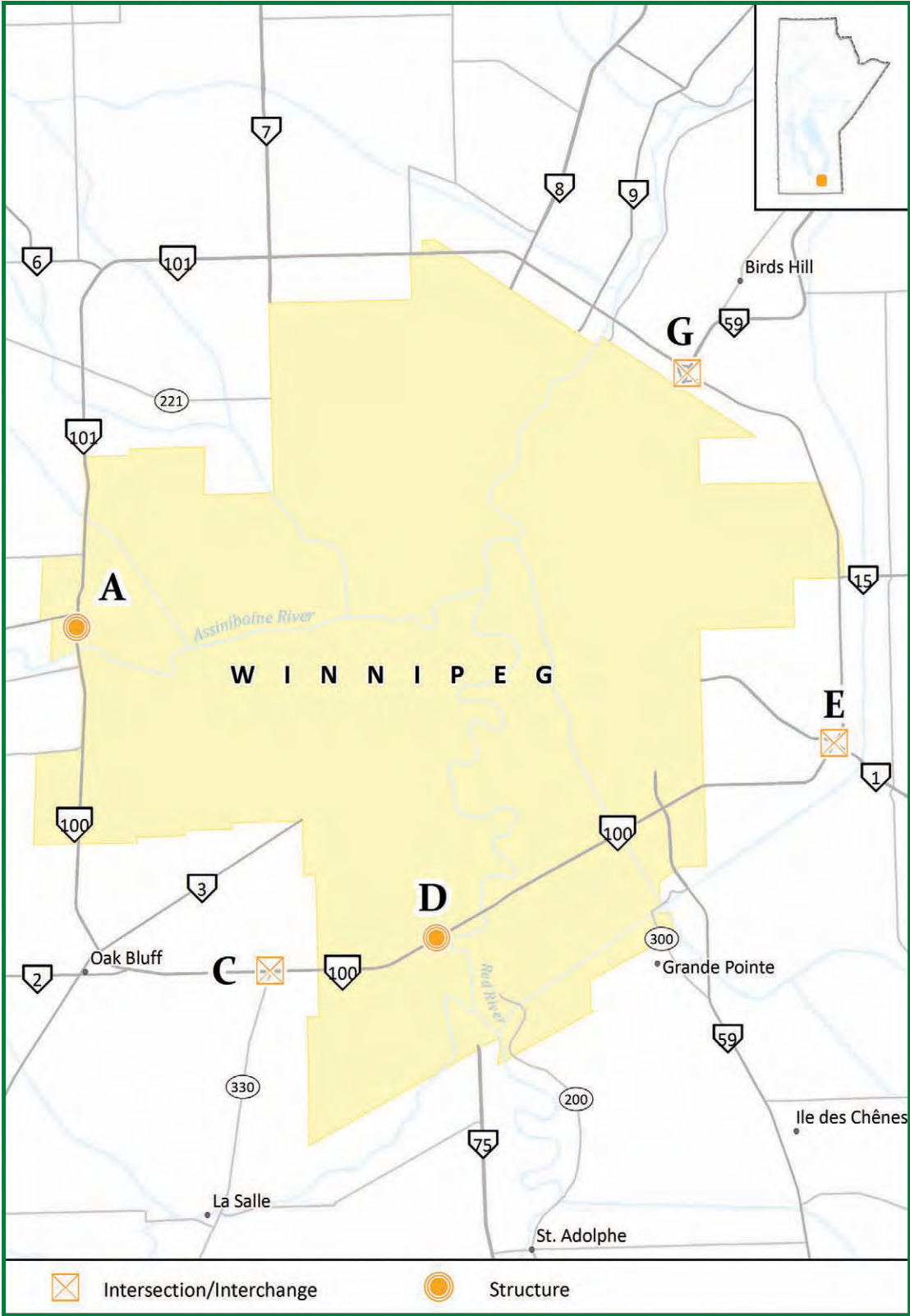
2011

A. Complete structure rehabilitation on PTH 100 at Assiniboine River.

2012-2015

- B. Intersection improvements on PTH 100 at various locations (not shown on map).
- C. Intersection improvements on PTH 100 at Brady Road and PR 330.
- D. Rehabilitate eastbound and westbound structures on PTH 100 at PTH 75.
- E. Rehabilitate interchange structure on PTH 100 at PTH 1 east.
- F. Concrete pavement repairs on PTH 101 from south of PTH 59 to north of PTH 15 at various locations (not shown on map).
- G. Interchange construction PTH 101 at PTH 59.

PTH 100 AND 101



PR 373 and PR 374

\$53 MILLION OVER FIVE YEARS

PR 373 and PR 374 provide the single points of access to the communities of Cross Lake and Norway House. PR 373 also provides entrance points to a portion of the Manitoba winter roads network. These winter roads provide a critical transportation link to people living in remote northern Manitoba and are built each year to resupply these communities.

The Kichi Sipi Bridge at Cross Lake was part of a \$40 million investment in these two roads under the first five-year plan. Over the next five years, the Manitoba government will build on this investment and commit an additional \$53 million for upgrades along PR 373 and PR 374, as well as a new structure at Leaf River.

PROJECT SCHEDULE (SEE MAP)

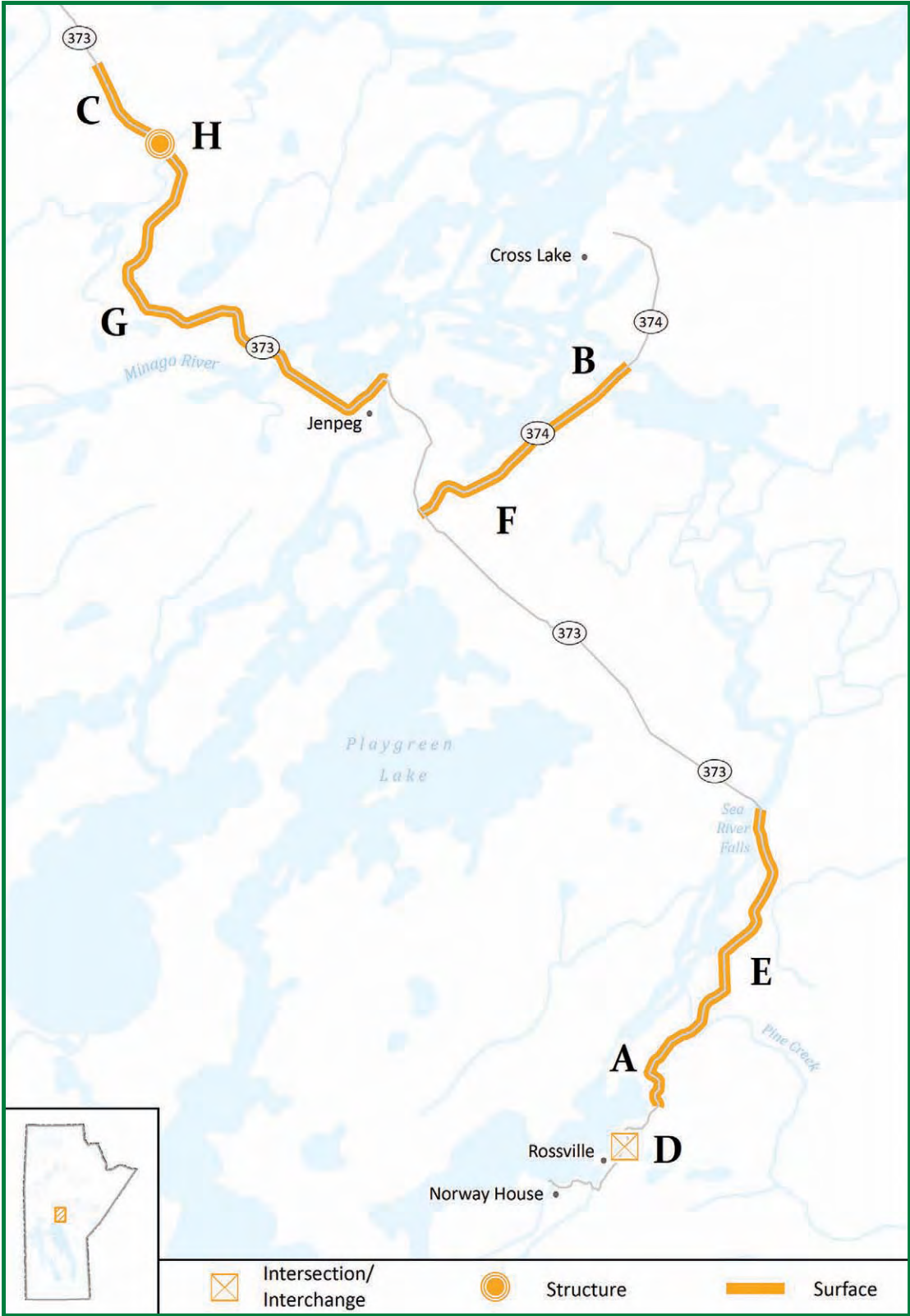
2011

- A. Grade PR 373 from North of the Rossville Junction to Pine Creek.
- B. Base and asphalt surface treatment on PR 374 from 14 km north of PR 373 to south of Kichi Sipi Bridge, southwest of Cross Lake.
- C. Base and asphalt surface treatment on PR 373 from 21.8 km north of Minago River to south of Sipiwesk Lake junction, north of Jenpeg.

2012-2015

- D. Intersection improvements on PR 373 at Rossville Junction, north of Norway House.
- E. Base and asphalt surface treatment on PR 373 from north of the Rossville junction to Sea Falls.
- F. Grade PR 374 from PR 373 to 14 km north of PR 373.
- G. Grade PR 373 from Minago River to north of Minago River.
- H. Replace structure on PR 373 at Leaf River.

PR 373 AND 374



CentrePort Canada Way (CCW)

TOTAL PROJECT COST \$212.5 MILLION

CentrePort Canada is North America's newest inland port consisting of 8,094 hectares in the very centre of Canada and the heart of North America. Located in Winnipeg, CentrePort Canada offers advantages such as onsite access to multiple transportation modes including air, rail and truck as well as connections to several seaports such as Manitoba's northern port of Churchill.

The extreme importance of transportation infrastructure to the development of CentrePort Canada is the priority construction of CentrePort Canada Way (CCW). This major highway project is funded by the governments of Manitoba and Canada. Construction is well underway and approximately \$75 million of the total project cost has been expended to date.

CCW is a four-lane, divided expressway running through the inland port that will seamlessly connect businesses to the Perimeter Highway and national and international routes such as the Trans-Canada Highway and the Mid-Continent Trade and Transportation Corridor to the US and Mexico.

CCW will also help CentrePort Canada leverage its geographical advantage as the intersection of several key trade and transportation gateways including the:

- Asia Pacific Gateway through the ports of Vancouver and Prince Rupert
- Mid-Continent Trade and Transportation Corridor to the United States and Mexico
- Arctic Gateway through the port of Churchill – North America's only inland deep sea port
- Atlantic Gateway via the ports of Thunder Bay, Montreal and Halifax

CentrePort Canada is focused on attracting trade-oriented businesses seeking access to multiple transportation modes capable of improving time efficiencies and cost effectiveness within their supply chains. A strategic location in the centre of North America – with growing markets to the west, north and south – and a strong multi-modal transportation base with related infrastructure allows CentrePort Canada to offer companies significant competitive advantages to bring their products to market.

PROJECT SCHEDULE (SEE MAP)

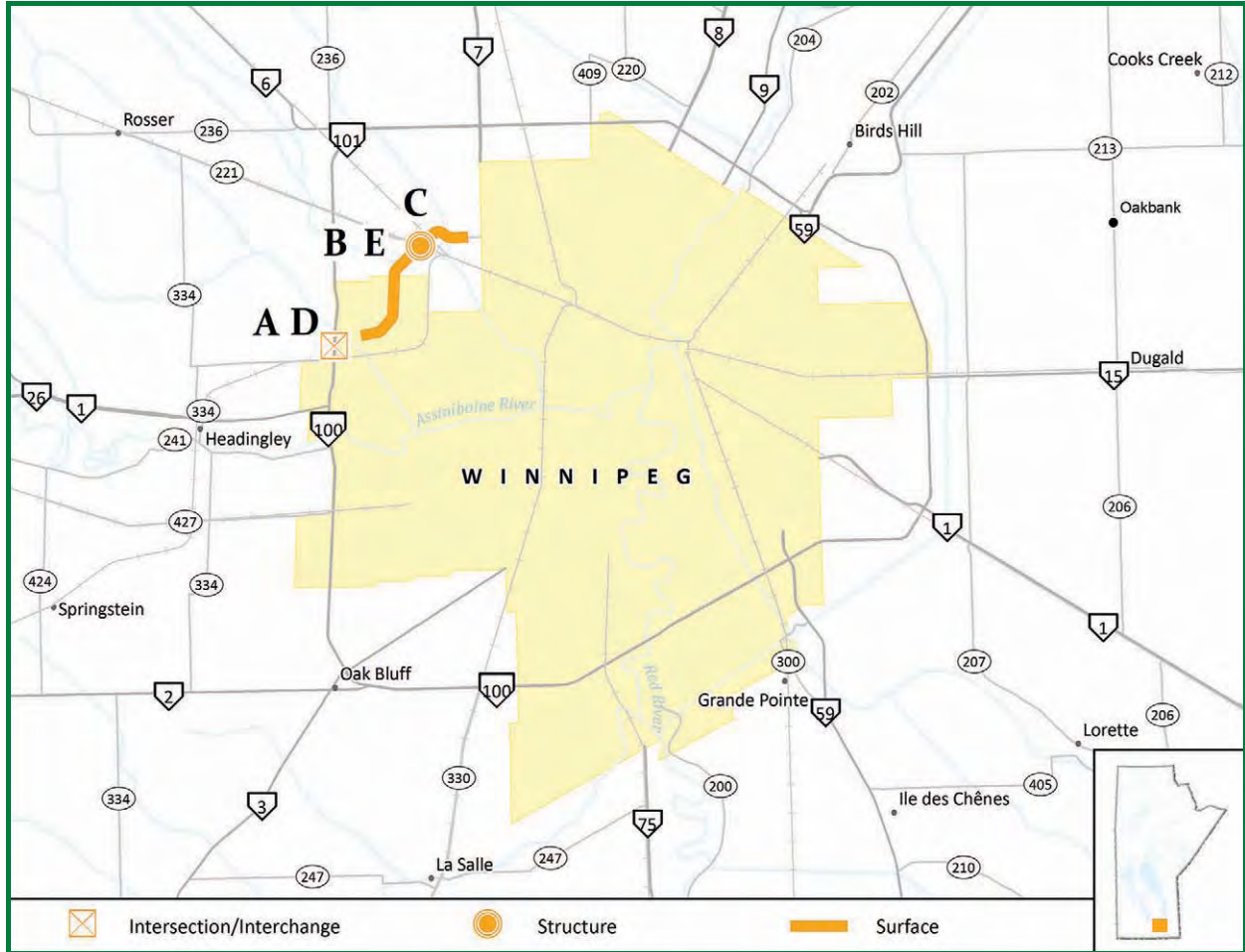
2011

- A. Continue the construction of the grade separations (interchanges and overpasses).
- B. Begin grading the CCW corridor.

2012-2015

- C. Structure at East Branch Colony Creek.
- D. Complete the construction of the grade separations (interchanges and overpasses).
- E. Complete twinning (complete grading and paving) of the CCW Corridor.

CENTREPORT CANADA WAY (CCW)



THE EAST SIDE TRANSPORTATION INITIATIVE (ESRA)

The Manitoba government is constructing an all-season road network to improve transportation for residents of the remote and isolated communities on the east side of Lake Winnipeg. This East Side Transportation Initiative, which is being managed by the East Side Road Authority (ESRA), will provide benefits for local residents of the 23 First Nation and northern affairs communities in the region including:

- reduced transportation costs for goods and services
- improved links between isolated and remote communities
- enhanced access to emergency, health and social services
- enhanced construction employment and economic opportunities for local people
- enhanced opportunities for local sustainable economic development

The all-season road network will include a southern route from PR 304 to Berens River First Nation. It will connect the communities of Hollow Water, Bloodvein and Berens River with future connections to Poplar River, Pauingassi and Little Grand Rapids First Nations. It will also provide a northern, east-west route connecting Garden Hill, St. Theresa Point, Wasagamack, Red Sucker Lake, God's Lake, Manto Sipi and Bunbonibee to PR 373 at Norway House.

To ensure local communities participate and benefit from this project, Community Benefits Agreements (CBAs) are being signed with east side First Nation communities. These agreements will provide jobs, training and economic opportunities for local residents related to road construction such as gravel crushing, right-of-way clearing and road improvement work. To date, CBAs, worth \$47 million, have been signed with 12 of 13 communities and discussions are underway with the final community. In addition to CBAs, ESRA is also including local hiring, procurement and training requirements within construction tenders.

To meet the project's objectives, ESRA's business plan calls for an investment of \$75 million per year for the next 15 years, or approximately \$1.125 billion. Over the next five years, this will result in an investment of approximately \$375 million. To date, no federal funding has been identified for the project. Discussions are currently underway about the prospect of federal funding.

PROJECT SCHEDULE

2011

- Obtain environmental approvals for the all-season road from PR 304 to Berens River First Nation and begin construction.
- Finalize the East Side Large Area Transportation Network Study for the remainder of the region.
- Finalize Community Benefits Agreements with all 13 First Nation communities in the region.

2012- 2015

- File an environmental impact assessment for the recommended east-west route connecting the Northern Cree and Island Lake communities to PR 373.
- Obtain environmental approval and begin construction of the east-west all-season road route.
- Complete the all-season road from PR 304 to Berens River First Nation.

NORTHERN, REMOTE AND SINGLE ACCESS COMMUNITIES

Over the past decade, Manitoba has recognized the need to increase the levels of investment in infrastructure serving northern, remote and single access communities. For many of the more remote communities, reliance on aging single access roads, dependence on the limited life span of a winter road or having only air service connections to the rest of the province has had a significantly negative impact on local development, economic growth and quality of life.

To date, Manitoba has successfully completed a wide range of northern projects to enhance access to reliable transportation infrastructure including:

- construction of several new provincial airport terminals
- upgrading or replacement of ferries
- increased funding and implementation of tougher safety standards for the construction and maintenance of winter roads
- realignment of much of the winter road system to more reliable, land-based routes
- building or refurbishing of critical bridges and structures

It has also been necessary to address the unique needs of many First Nation communities served by single access roads. The usual standard of gauging traffic volumes to determine the level of maintenance or upgrading required provides a less accurate assessment of the single access roads when compared to higher volume roads in other regions. Based on this, Manitoba will continue working with federal counterparts, as with the project on PR 483 to Sapotaweyak Cree Nation (Pelican Rapids). The goal is to secure the resources to support proper levels of maintenance and repair for these special cases.

The 2011 to 2015 Highway Renewal Program continues to address the unique transportation needs of Manitoba's remote and northern communities. Since 2000, the provincial investment in highways, roads and bridges along with other critical northern infrastructure, such as ferries, airports and winter roads has increased significantly. The accomplishments and positive community impacts of the work to date makes it clear that maintaining the commitment to rebuilding these transportation links is essential to sustaining economic development and stimulating future community advancement.

As this new initiative unfolds over the next five years, key portions of the major access routes will continue to be revitalized - including PTH 6, PR 391, PR 373, PR 374 and PR 283 among others. Projects planned for these important routes will include graveling, road widening, grading, paving, drainage improvements, surface treatments and several structure replacements. Manitoba will also continue to work with the federal government and the communities themselves to ensure that all Manitobans are given access to all the opportunities their province has to offer.

CONCLUSION

Manitoba's 10-year, \$4 billion dollar commitment to infrastructure renewal set a historic record and created a sustainable funding base for the long term rebuilding and revitalization of aging highways, bridges and structures. It also posed a major challenge for government and the private sector.

First, there were hard choices to be made by government in securing the long term sustainable public funding essential to making the initiative viable in the face of many other provincial priorities vying for these resources. This was followed by an urgent and rapid expansion of Manitoba's heavy construction industry capacity after many years of minimal infrastructure programming. Manitoba's short construction seasons, and often unco-operative weather, added to the pressures on the industry to deliver a program of unprecedented scope.

Together, Manitoba and the industry successfully partnered to address priorities, meet tight deadlines, deliver an extraordinary number of important projects and match public expectations. This very successful partnership has had a positive impact on communities over its first four years. Manitoba has been able to meet or exceed the projected investment levels. The result is contributing to Manitoba's economic stability and growth on a daily basis.

Over the next five years, Manitoba will maintain the momentum established so far. The government has made significant gains in the restoration of a vast system of roads, bridges and structures designed and built, for the most part, decades before anyone could foresee the incredible pressures modern transportation volumes would create. As these pressures continue to mount, the need to follow a well-developed investment strategy becomes more apparent and urgent. In a network comprised of 19,000 kilometres of roads, 3,800 bridges and structures and other components much more work remains ahead. The 2011 to 2015 Highway Renewal Plan represents Manitoba's ongoing vision of a modern, safe, efficient, sustainable transportation infrastructure capable of meeting the increasing demands of emerging local, national and global markets in the 21st century.

