LSWK Meeting

June 23,2026

Good morning councilors. Thank you so much for giving me the opportunity to speak this morning. The matter I wish to speak to you today on is the proposed Centre Port highway connection to the future Chief Peguis trail and its potential effects on our most important asset, our green spaces.

I spoke to you a while ago about my plan to grow Little Mountain Park. I am coming to you again with concern over the future development of the Chief Peguis Trail and the future CentrePort connection. Recently I attended the WSP presentation under the direction of Brett Hampton. The stakeholder presented a collection of storyboard proposals, three of which focussed on the future connection of the CentrePort Highway to the proposed Chief Peguis Trial and Highway 6 intersection.

The CentrePort Highway storyboards all presented Klimpke Road as the primary road collector.

We have been assured in writing by CentrePort administrators that no properties would be expropriated in the future development of CentrePort. We were assured in writing of their commitment to preserving and enhancing greenspace in the region, including Little Mountain Park, the Little Mountain Sportsplex and the Players Golf Course.

We believe that rather than reduce access to precious conservancy and recreation space and disrupt citizen's residences, there are better schemes for the needed highway interchange. What I am offering is a better, more cost effective, heavy traffic flow and less disruptive to the homeowners and local business employers with expropriation. This is a better solution than the one presented while still preserving our most valuable green space. 1336 voting members of the public have signed my petition to safeguard the area. We have an opportunity to look to the future with building something better, not convenient!

These proposals

- require the expropriation of all the westside Klimpke Road residential properties.
- The loss of the well used Little Mountain Park parking lot on Klimpke Road to build multi-lane highway over what is now a two-lane gravel road,
- the loss of Klimpke access to Little Mountain Sportsplex.
- a major interchange on the east side of the current highway overpass to connect their future project.
- The need to move a newly constructed water plant - servicing the RM of Headingly, Rosser and CentePort - at enormous expense to create enough room for any of the proposed Klimpke interchange designs.

These designs contradict what we have been told by CentrePort and the City of Winnipeg.

Using the infrastructure available:

- the intersection at Sturgeon Road and CentrePort highway could be modified to accommodate large truck traffic.
- Its northbound lanes could encompass Highway 221 and feeder routes and direct traffic to follow the old Sturgeon Road footprint. A new crossing favourable for travel east and west to the Chief Peguis Trail connection can be easily devised, and Highway 6 would intersect at its apex.
- Using Sturgeon Road bypasses, the green belt constituted by Little Mountain Par, Players Golf Course, the Sportsplex, and conserves precious ecosystems for wildlife – flora and fauna – and citizens.
- This route is more economical in the long run and more efficient for heavy traffic and fuel consumption.

As concerned citizens, we feel that these issues need to be addressed before green space is lost to ‘progress’! We need to look to future generations. Once these ecosystems and green preserves are lost, they are lost forever.

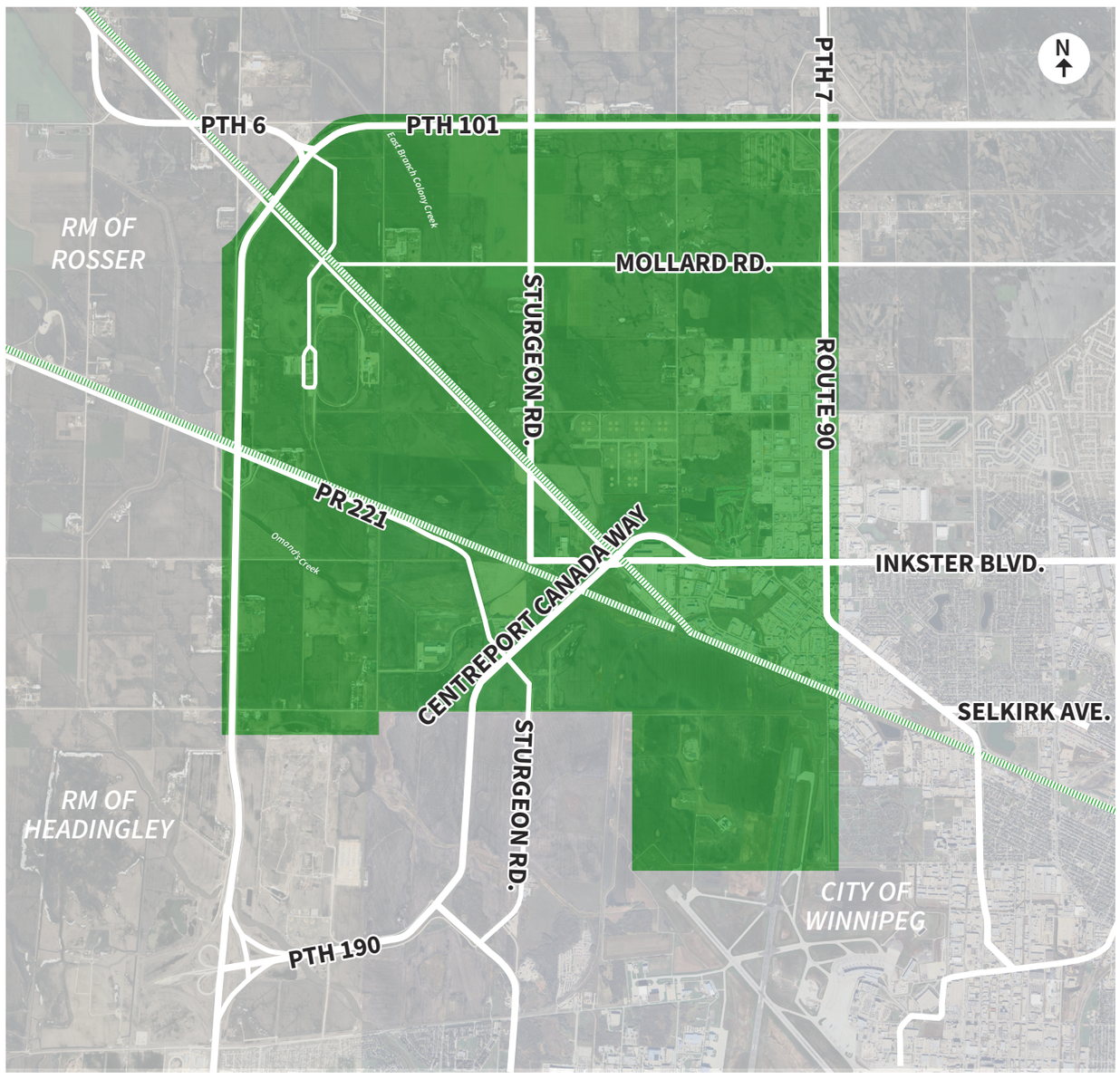
CentrePort Provincial Highway Network

Functional Design Study

OPEN HOUSE

Manitoba Transportation and Infrastructure (MTI) has initiated a study that will inform the design of the provincial highway network within the CentrePort lands. The study will help to identify future road and intersection needs as the CentrePort area is developed and provide guidance on where future roads, intersections and key connections will be located.

Please join us at a come-and-go open house to review the proposed road design options and provide your feedback.



Open House Details:

Date: Thursday, June 4, 2026

Time: 6 p.m. to 8 p.m.

Location: Sandman Signature Winnipeg Airport, Hotel, 1760 Sargent Ave., Winnipeg, MB
Wolseley AB Room (*main floor, fully accessible*). Conference entry and parking available at the back.

Format: Come and go

Questions?

If you have any questions in advance of the open house, please reach out to **brett.hampton@wsp.com** or **431-485-0765**.

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CentrePort Provincial Highway Network

Functional Design Study

Phase 2 Engagement

Spring 2026



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Purpose

The purpose of this project is to undertake a Functional Design Study of Manitoba's CentrePort Provincial Highway Network and other associated roads in the CentrePort Inland Port Special Planning Area.

The study will also:

Allow Manitoba Transportation and Infrastructure (MTI) to protect and acquire lands for future rights of way, as needed, to support development and provide guidance to the Inland Port Special Planning Authority and developers on the future roadway network.

Allow for the protection of lands for other purposes, such as future service roads, major intersections and interchanges.

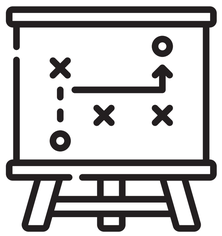
Provide information on potential costs, priorities, environmental issues, and drainage and utility considerations.

Welcome

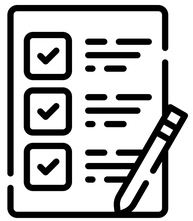
The intent of Phase 2 engagement is to:



Inform you of the **purpose and scope** of the study



Present the proposed design options under consideration



Present the draft evaluation criteria that will be used to focus the next phase of design



Offer an opportunity to **provide input to and ask questions** of the design team

Scope

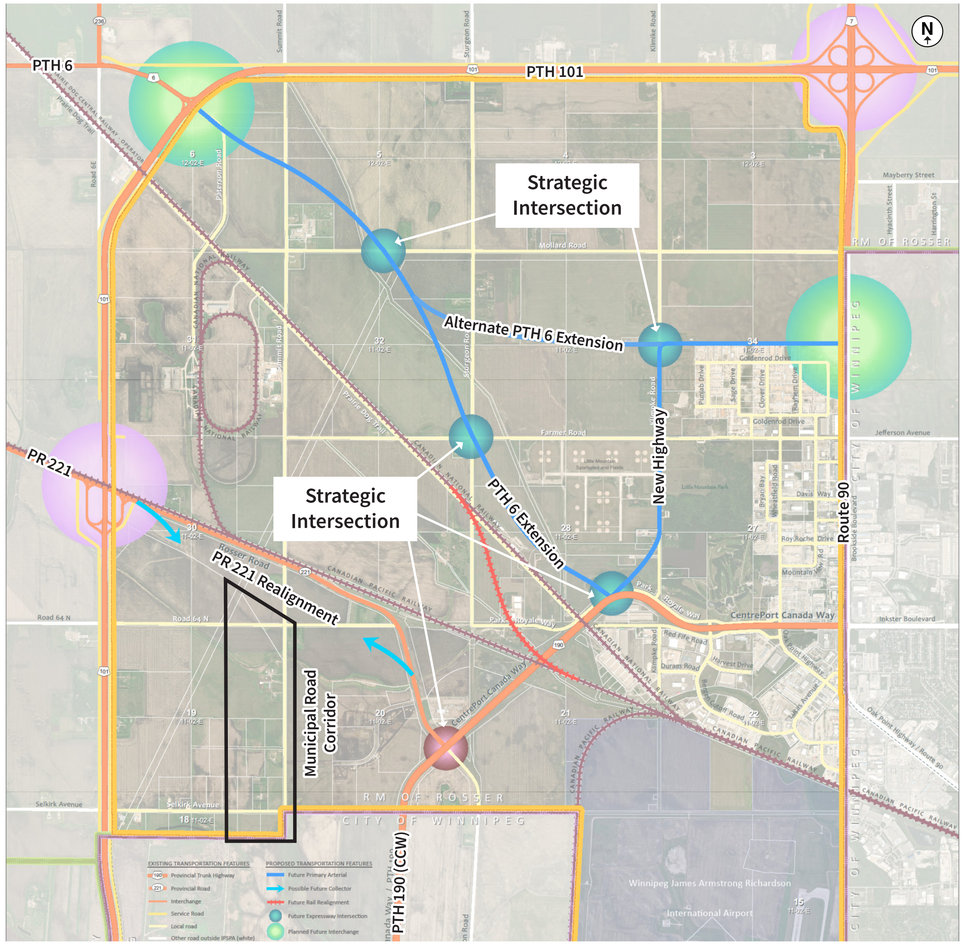
This project includes the development of conceptual or functional designs for the following highways:

1. A **new highway connection from Provincial Trunk Highway (PTH) 190**, otherwise known as CentrePort Canada Way (CCW), near the intersection of Klimpke Road and Park Royale Way, to the future extension of Chief Peguis Trail at Brookside Boulevard. For this project, this new highway connection is referred to as the “new highway”.

2. An **extension of PTH 6 from PTH 101** into the Inland Port Special Planning Area (CentrePort lands).

3. A **realignment of Provincial Road (PR) 221** between PTH 101 and west of PTH 190.

4. A **conceptual alignment for a municipal roadway** between PR 221 and the City of Winnipeg limits at Selkirk Avenue.



Draft Conceptual Transportation Plan from the Inland Port Special Planning Area Regulation 2024

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Scope

What is a Conceptual Design?

A **conceptual design** is a high-level, single-line geometric layout used to explore and compare feasible roadway or intersection/interchange alternatives. The conceptual design stage identifies project needs, evaluates constraints and opportunities, and establishes the preferred option.

What is a Functional Design?

A **functional design** is an early phase of the design process in which the road right-of-way and roadway layout are established, based on projected travel patterns and demand. Functional designs are informed by both technical studies and stakeholder and public input and feedback throughout the process.

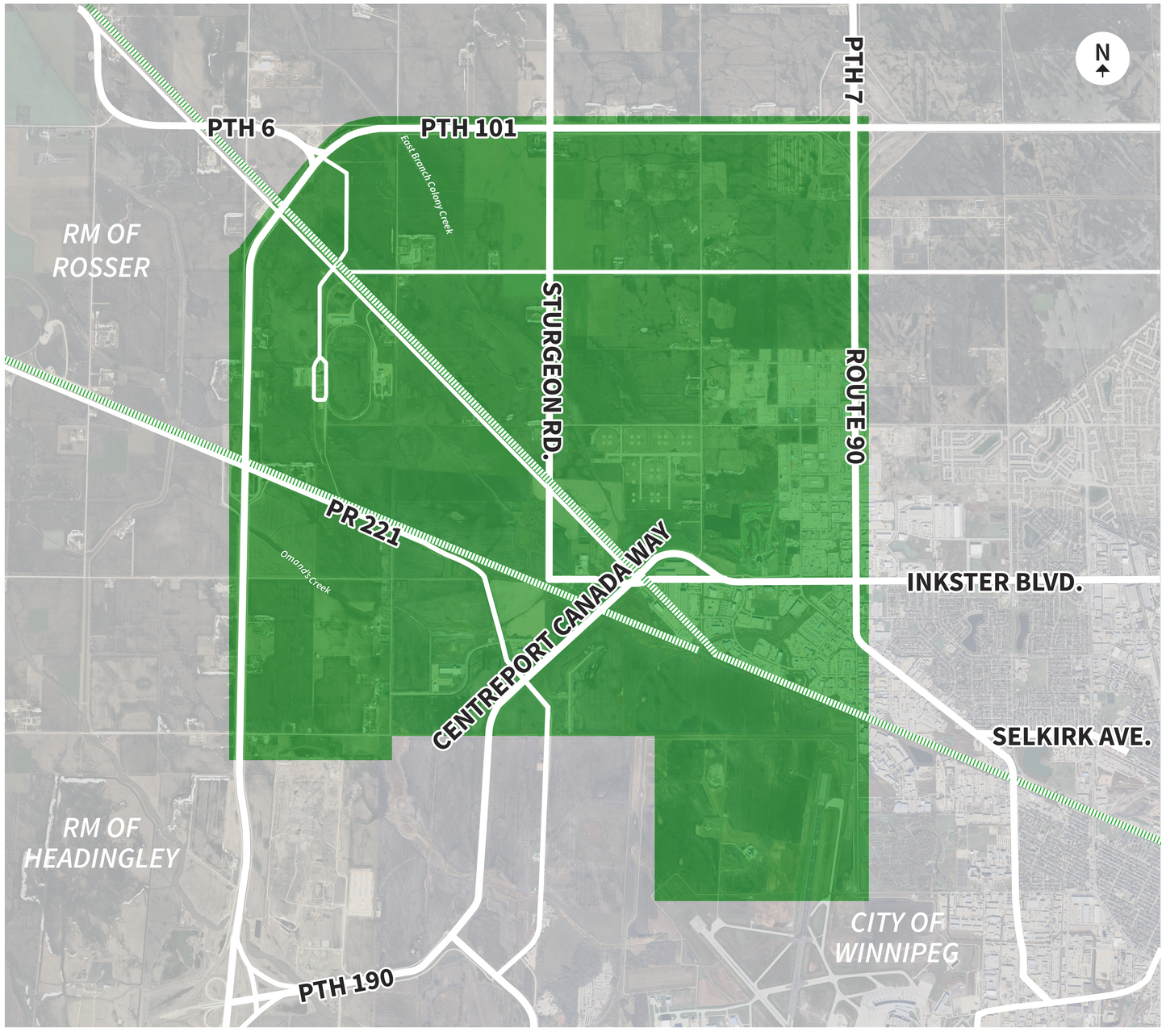


The project team will conduct a priority assessment, identifying the immediacy of the need for construction of each roadway.

Based on the assessment, the project team will identify one roadway to proceed to **functional design**. The **conceptual designs** will be refined for the remaining roadways.

Study Area

The study area includes the CentrePort lands within the Rural Municipality (RM) of Rosser, bounded by PTH 101, Route 90, Selkirk Avenue and the Winnipeg Richardson International Airport.



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Timeline

Fall 2025

Phase 1 Engagement
Present project scope, background information, and collect feedback

Spring 2026

Phase 2 Engagement
Present proposed design options and collect feedback

Fall 2026

Phase 3 Engagement
Present the preferred design options

WE ARE HERE

Fall 2025/Winter 2026

Review existing conditions and design priorities and requirements

Winter 2026/Spring 2026

Develop the design options

Summer 2026

Evaluate, select and refine the preferred design options

Fall 2026/Winter 2027

Finalize and submit the functional design study report

Phase 1 Engagement Summary

During Phase 1 engagement, the project team met with **landowners, business owners, the RM of Rosser, the City of Winnipeg, the Manitoba Métis Federation and other stakeholders** to introduce the project, communicate the project's scope and timing, and gather initial feedback.

The engagement activities facilitated during Phase 1 included:



Stakeholder meetings with **the RM of Rosser, the City of Winnipeg and the Manitoba Métis Federation.**



Group stakeholder meetings and requested individual meetings with developers and major landowner groups.



An online survey was provided to all stakeholders and meeting attendees.



A **project overview** was shared on the MTI website, outlining the project's purpose, scope and timing.

The stakeholder feedback received during Phase 1 was **informative and was considered during the preparation of the proposed design options**.



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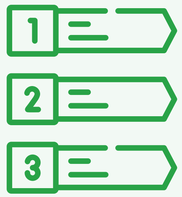
Phase 1 Engagement Summary

Key themes from the feedback received:



The **New Highway Connection** was **identified as the highest priority of the key roadways** in the CentrePort area.



The **PTH 6 extension should also be prioritized**.



Development in CentrePort is accelerating faster than initially expected, requiring timely roadway and servicing infrastructure.



Swift action, strong collaboration and ongoing communication between the project team and stakeholders are important to keep up with development.

Generally, participants expressed positive feedback and shared support for moving the project forward.

Key themes were created from numerous stakeholders and do not represent all stakeholder opinions.

New Highway Connection and PTH 6 Extension

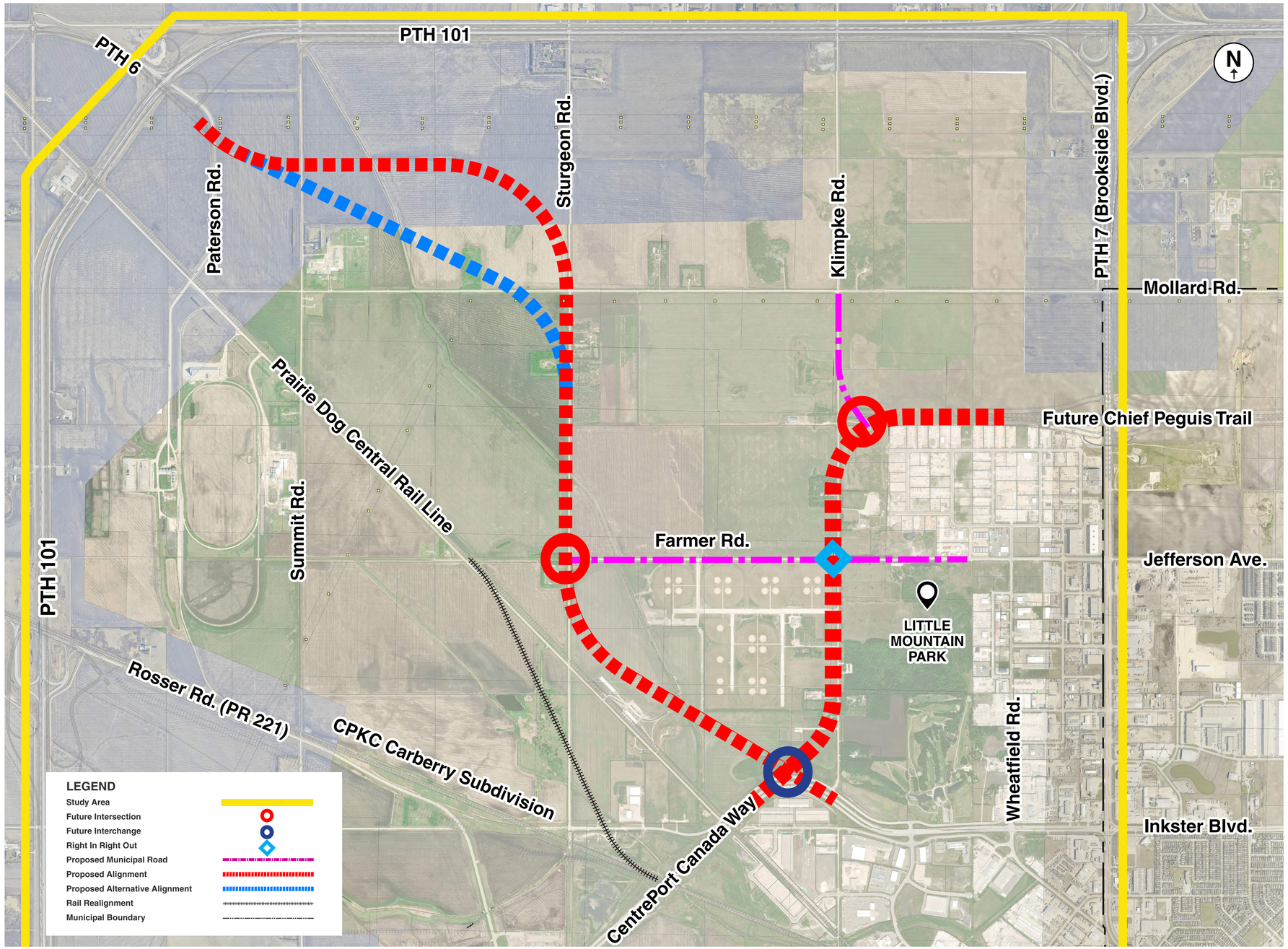
Option 1

New Highway Connection

- Four-lane divided expressway within a 100m right-of-way
- Provides connection between PTH 190 and Chief Peguis Trail extension
- Utilizes the existing Klimpke Road right-of-way widened to the west to avoid property impact to Little Mountain Park

PTH 6 Extension

- Two-lane undivided primary arterial within a 80m right-of-way (expandable to four-lane divided)
- Provides direct tie-in to existing PTH 190 and Inkster Boulevard
- Primarily utilizes the existing Sturgeon Road right-of-way widened to the west
- Requires more crossings of East Colony Creek compared to other options



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New Highway Connection and PTH 6 Extension

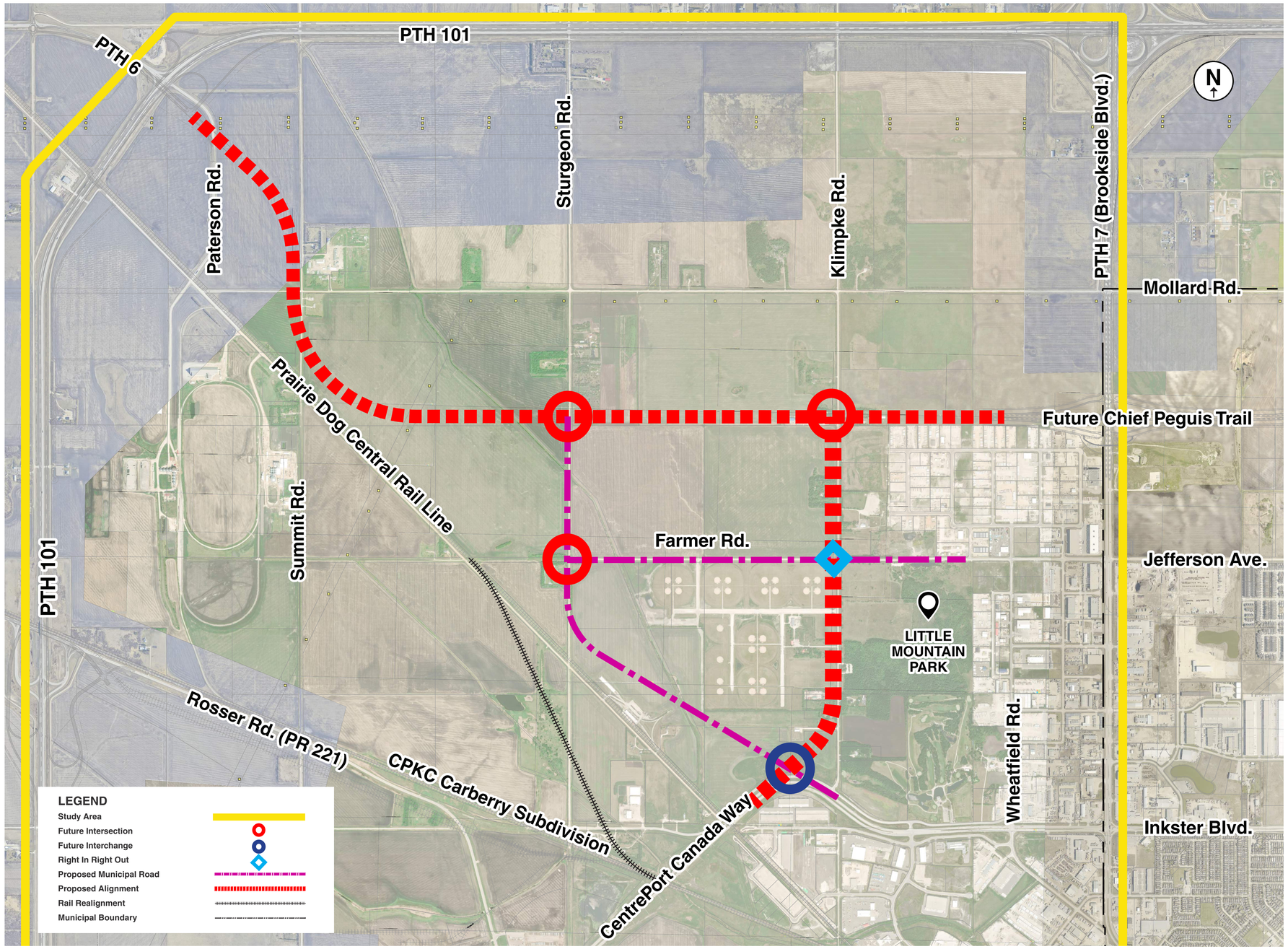
Option 2

New Highway Connection

- Four-lane divided expressway within a 100m right-of-way
- Provides connection between PTH 190 and Chief Peguis Trail extension
- Utilizes the existing Klimpke Road right-of-way widened to the west to avoid property impact to Little Mountain Park

PTH 6 Extension

- Two-lane undivided primary arterial within a 80m right-of-way (expandable to four-lane divided)
- Provides direct tie-in to future Chief Peguis Trail extension
- Retains more of the existing road network grid compared to other options, enabling more organized development build-out
- Fewest conflicts with Manitoba Hydro infrastructure



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New Highway Connection and PTH 6 Extension

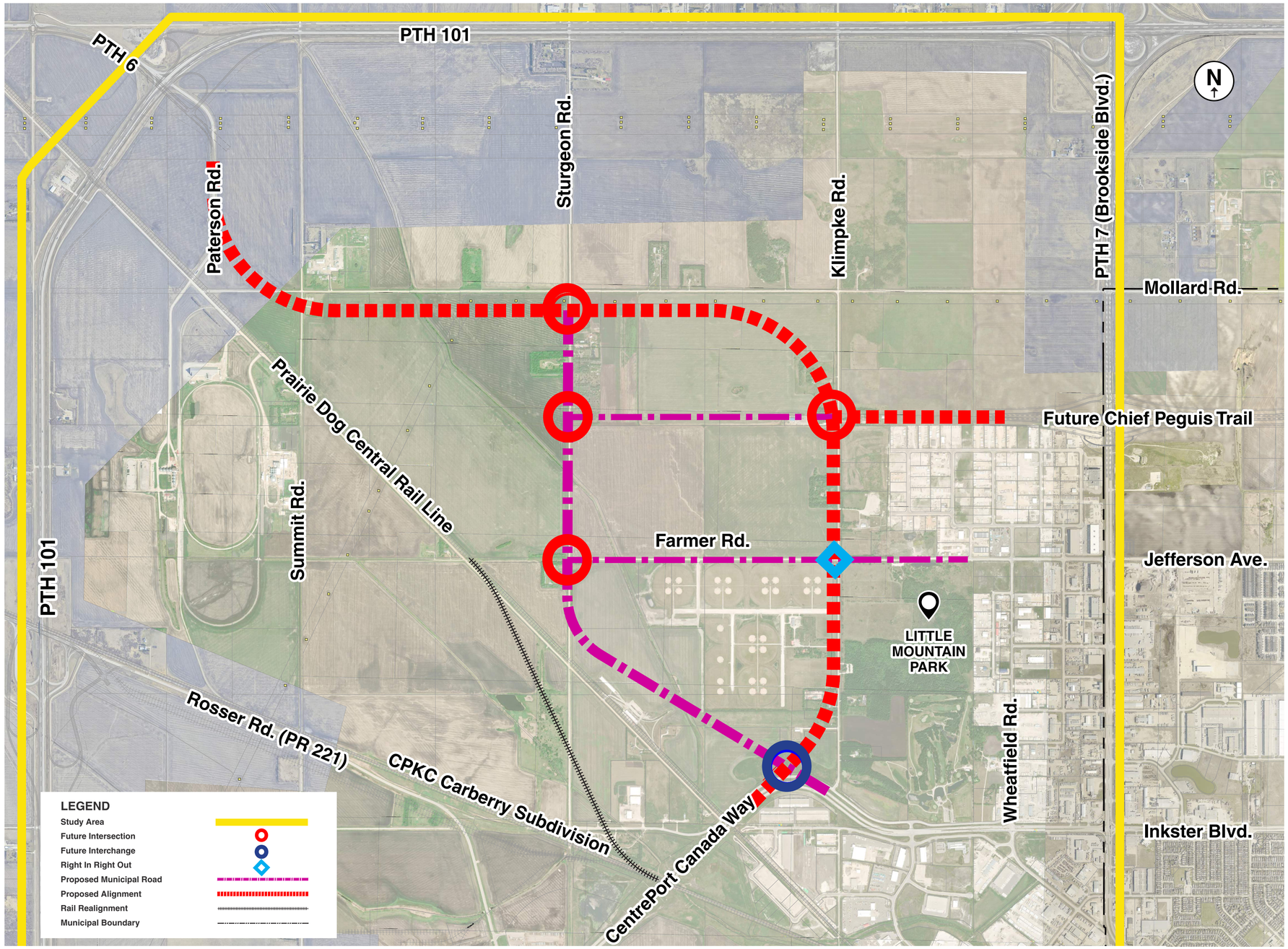
Option 3

New Highway Connection

- Four-lane divided expressway within a 100m right-of-way
- Provides connection between PTH 190 and Chief Peguis Trail extension
- Utilizes the existing Klimpke Road right-of-way widened to the west to avoid property impact to Little Mountain Park

PTH 6 Extension

- Two-lane undivided primary arterial within a 80m right-of-way (expandable to four-lane divided)
- Provides direct tie-in to the north end of the New Highway Connection
- Primarily aligned along the southside of a Manitoba Hydro transmission line corridor that runs parallel to Mollard Road



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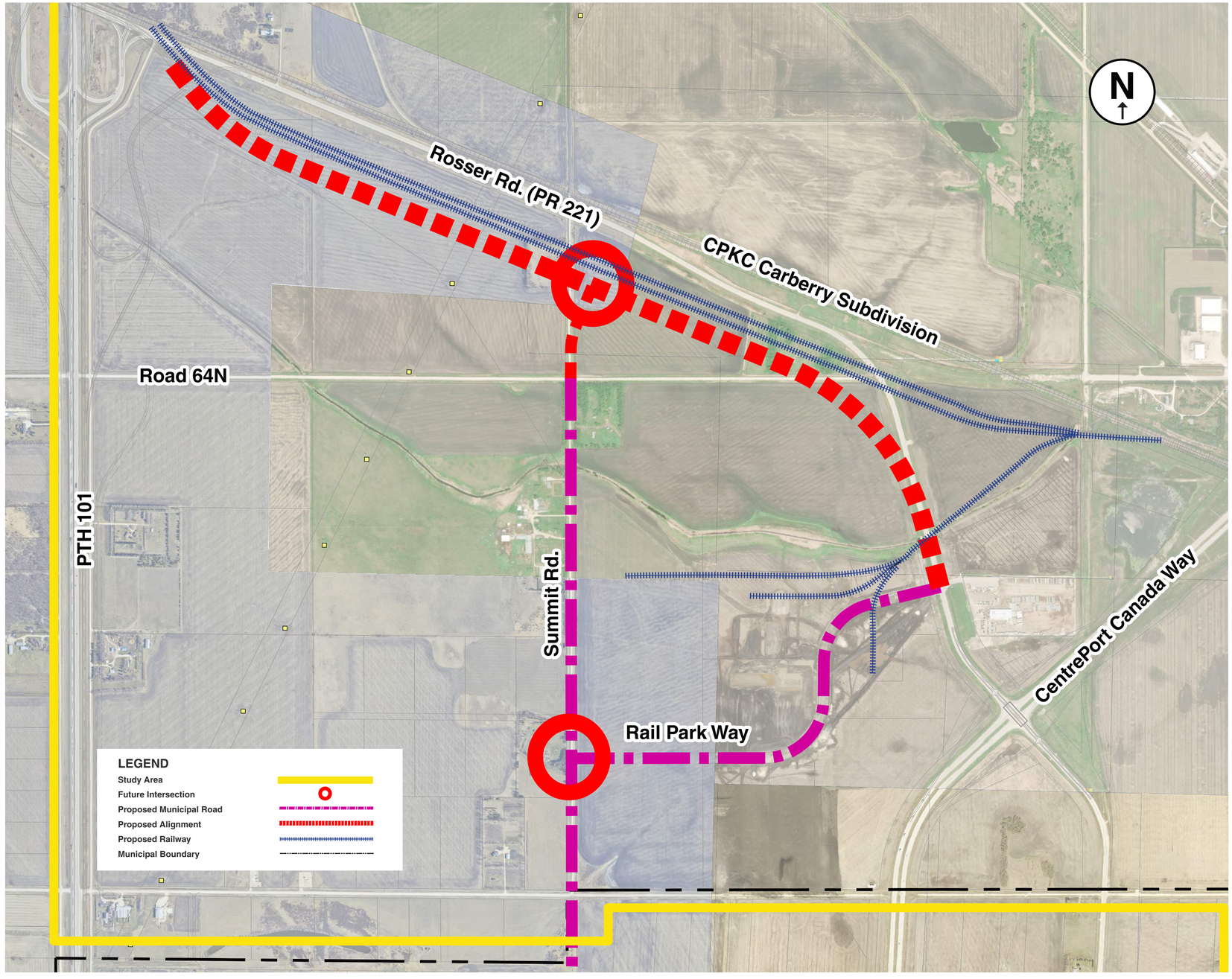
Option 1

PR 221 Realignment

- Two-lane undivided collector within a 60m right-of-way
- Northern alignment in this option runs along future rail lines within existing Manitoba Government owned lands
- Does not provide development area between PR 221 and the future rail lines

Municipal Road Connection

- Two-lane undivided municipal collector within a 36m right-of-way
- Utilizes the existing Summit Road alignment



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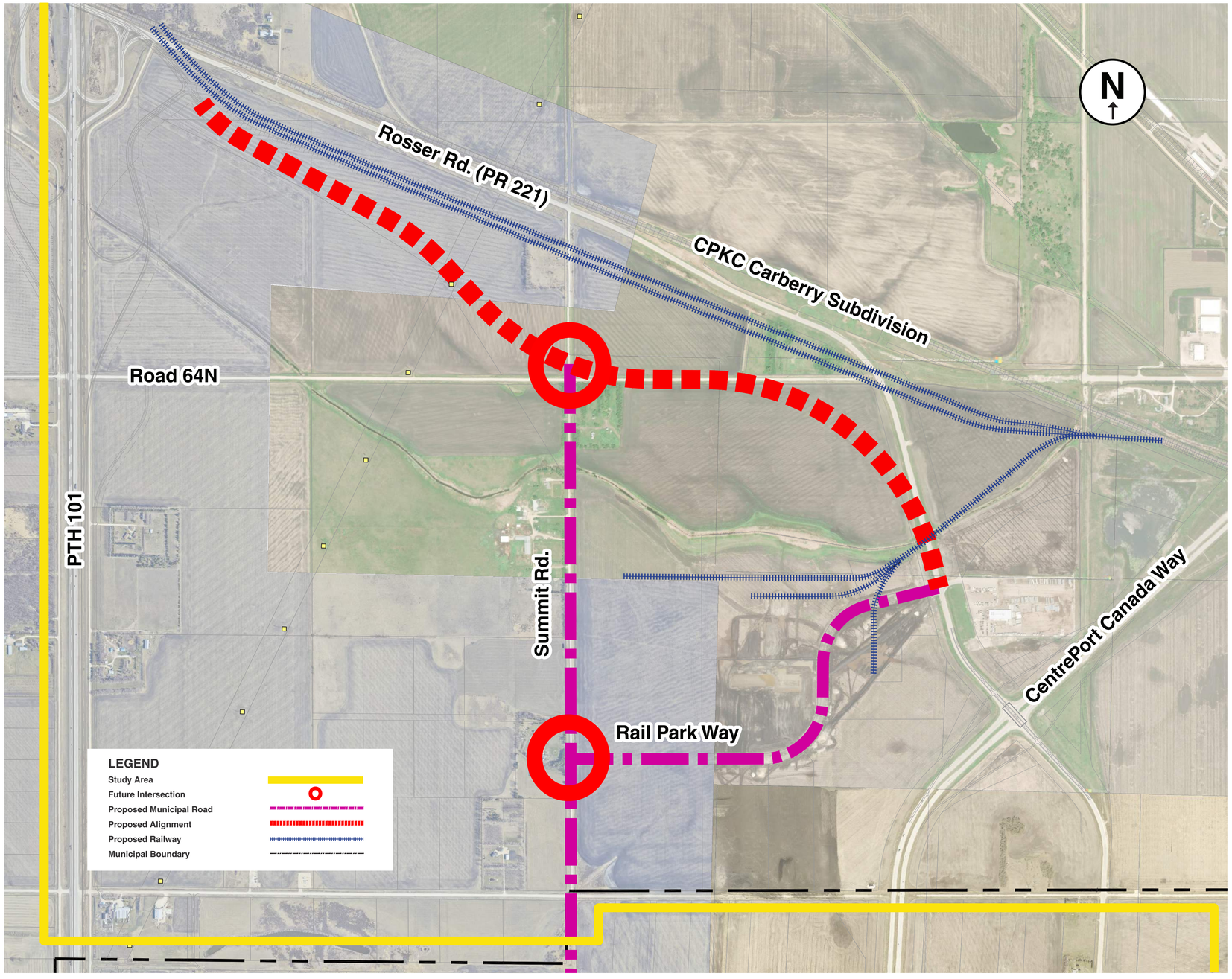
Option 2

PR 221 Realignment

- Two-lane undivided collector within a 60m right-of-way
- Alignment is along the southern boundary of the existing Manitoba Government owned lands
- Partially utilizes the existing Road 64N right-of-way (widened to the north and south)

Municipal Road Connection

- Two-lane undivided municipal collector within a 36m right-of-way
- Utilizes the existing Summit Road alignment



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Draft Technical Evaluation Criteria

Following Phase 2 Engagement, the project team will evaluate the design options based on the following anticipated criteria:

Engineering and Transportation

CRITERIA

- Safety
- Geometry
- Traffic operations
- Utilities
- Drainage
- Ease of construction and staging

Community/Social Economic Impacts

CRITERIA

- Minimize land acquisition/ severance
- Impact on businesses/ homeowners
- Impact on access
- Pedestrian/cycling accommodation

Cost Factors

CRITERIA

- Cost of construction
- Right-of-way acquisition cost

Environmental Impacts

CRITERIA

- Noise impacts
- Natural environment
- Habitat impact
- Heritage resources impact

The technical criteria helps to fairly compare the design options and determine which one best supports the project's long-term goals. Feedback from this engagement will also be considered in the evaluation.

Next Steps

Fall 2025

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Present project scope, background information, and collect feedback

Spring 2026

Phase 2 Engagement
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WE ARE HERE

Fall 2026

Phase 3 Engagement
Present the preferred design options

Fall 2025/Winter 2026

Review existing conditions and design priorities and requirements

Winter 2026/Spring 2026

Develop the design options

Summer 2026

Evaluate, select and refine the preferred design options

Fall 2026/Winter 2027

Finalize and submit the functional design study report

After completion of Phase 2 engagement, the project team will evaluate the design options and select the preferred design options. **Phase 3 engagement will include a presentation of the preferred design options.**

Thank you

Thank you for participating in Phase 2 engagement for the
Centreport Provincial Highway Network Functional Design Study.

Scan this QR code or use a paper copy to participate in a survey and provide your feedback.

For additional information, please contact:

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T: 1-431-485-0765

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