

Port Mann/Highway 1 Improvement Project Case Study



Project Overview

The existing Highway 1 corridor from Vancouver to Langley was one of three priority corridors identified in the Ministry of Transportation and Infrastructure's Gateway Program, an important component of the Province's Pacific Gateway Strategy. This corridor is the busiest and most economically critical route in Greater Vancouver. Built in the early 1960s when the population of Greater Vancouver was 800,000, it now serves as the only major east-west corridor for Greater Vancouver's 2.5 million inhabitants, with the Port Mann Bridge alone carrying approximately 127,000 vehicles per day. Traffic has increased to the point where the bridge is congested in both directions for at least 13 hours on an average weekday.

Measures to restore mobility to the Highway 1 corridor were determined necessary as this corridor is the most significant commuter and goods movement route in the Lower Mainland. The goals of the Port Mann/Highway 1 Project (the Project) include reducing congestion and travel time; improving safety and accessibility; facilitating transit service; and expanding networks and transportation choice for high occupancy vehicles (HOV), cyclists and pedestrians.

The scope of the Project includes construction of a new, 10-lane Port Mann Bridge, widening of Highway 1, upgrading interchanges and improving access and safety on Highway 1. The project spans a distance of

approximately 37 kilometres from the McGill Street Interchange in Vancouver to 216th Street in Langley.

Key features of the Project include extending the HOV lanes eastward into Langley, construction of transit and commercial vehicle priority access, as well as improved and expanded cycling and pedestrian networks. The Project will also allow the reintroduction of transit to a corridor that has been too congested to support reliable service for the past 20 years.

The Project will be delivered through a fixed-priced design-build (DB) agreement with Kiewit/Flatiron General Partnership (Kiewit/Flatiron). The total capital cost of the agreement is \$2.46 billion.

The new Port Mann Bridge will be open to traffic by December 2012 and the remaining elements of the project are scheduled to be substantially complete in 2013. The old bridge will be removed by 2014.

Partnership Highlights

The DB agreement is a contractual arrangement between Kiewit/Flatiron and Transportation Investment Corporation, a commercial, self-sustaining Crown corporation wholly owned by the Province of British Columbia. The agreement spans from March 2009 to December 2014. Kiewit/Flatiron is responsible for the design and construction of the Project as outlined in the DB agreement, and Transportation Investment Corporation will be responsible for operations, maintenance and the tolling infrastructure related to the project.

Expected Benefits

The Port Mann/Highway 1 Improvement Project will provide road and bridge user benefits primarily through travel time savings, reduced vehicle operating costs and improved safety. The Project will help travelers realize a time savings of up to 30 per cent due to reduced congestion. The new bridge will also be built to accommodate potential light rapid transit at a future date.

The Project will provide significant safety improvements along this major transportation corridor through:

- Reduced congestion on Highway 1, particularly during peak periods;
- Safer, more efficient highway on- and off-ramps, improved connections, and improved cross-highway movements; and
- Improvements for all modes of transportation, including public transit, and non-vehicle traffic by enhancing and adding cycling and pedestrian facilities.

The Project is expected to generate more than 8,000 person years of employment and contribute more than \$800 million to the provincial gross domestic product. In addition, Kiewit/Flatiron is locally based and, at the peak of construction, Kiewit/Flatiron expects to have up to 1,500 staff and trade workers of which the vast majority will be from British Columbia.

Public Sector Partners

- Ministry of Transportation and Infrastructure
- Transportation Investment Corporation

Private Sector Partners

Kiewit Flatiron General Partnership

- Peter Kiewit Sons Co
- Flatiron Constructors Canada
- H5M: Hatch Mott MacDonald Ltd. and MMM Group Ltd.
- Ty Lin International

Role of Partnerships BC

Partnerships BC acted as the procurement manager for this project.