
Information Bulletin

June 10th, 2005

S2S TRANSPORTATION GROUP PROVIDES BEST-VALUE IMPROVEMENTS FOR SEA-TO-SKY HIGHWAY

VANCOUVER –The Ministry of Transportation (MoT) and S2S Transportation Group (S2S) have reached a final agreement to design, build, finance, and operate the Sea-to-Sky Highway Improvement Project. S2S was selected to provide the best-value highway improvements through a competitive selection process and a rigorous evaluation of proposals. Improvements include highway widening and straightening, improved sightlines, passing lanes and other design enhancements to increase safety, reliability and capacity between West Vancouver and Whistler.

S2S Transportation Group meets and in some cases exceeds the Request for Proposal (RFP) requirements. Highlights of the highway improvements include utilizing intelligent traffic management systems to ensure up to 50 percent fewer delays/closures during construction.

The performance-based contract with S2S Transportation Group is structured to ensure that the contractor has the appropriate incentives to meet or exceed the long-term objectives of safety, reliability and capacity the MoT has set for the project. Further incentives are included to ensure road delays and closures are minimized and predictable, as well as to make certain that the project will be completed on time. The Ministry of Transportation continues to own the road, rights-of-way, bridges and all other assets connected to the Sea-to-Sky Highway. MoT will oversee the project, ensuring that specifications such as highway width, number of lanes, safety requirements, sightline requirements and signage are appropriately met. S2S Transportation Group will construct highway improvements and maintain the system, as well as assuming most of the construction, maintenance and operation risks.

The Ministry of Transportation has utilized the private sector in designing, building and maintaining highways for decades. Experience with similar projects worldwide suggests that this type of arrangement results in better project definition, reduced delays, and more financial control, including fewer cost overruns.

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Sea-to-Sky Highway Improvement Project

The Sea-to-Sky Highway links communities from West Vancouver to Whistler. Set in a mountain landscape, the highway presents complex engineering and construction challenges. British Columbia's Ministry of Transportation is undertaking improvements to the highway to improve its safety, capacity and reliability. By 2009, extensive highway improvements will make travel along the corridor safer for residents, commuters, goods-movers and tourists.

Overall Improvements:

Overall improvements for the project include 80 km of additional passing lanes and 36 km of additional median barrier. Other safety and reliability initiatives include some highway straightening, wider shoulders and improved methods of minimizing rock fall debris impacts to the highway.

West Vancouver to Lions Bay – 4-lane sections with a continuous median barrier, including straightening and widening, improved sightlines and elimination of several sharp curves in this section.

North of Lions Bay to Murrin Park – 2, 3 and 4 lane sections. About half of this section includes improved 2 lanes. The remaining sections would provide additional passing opportunities of 3 or 4 lanes located for maximum safety benefit. Those sections that are 4 lanes will include a median barrier to prevent cross-over accidents. Sections adjacent to Murrin Park and within the community of Britannia Beach will include improved 2 lane sections, consistent with community input at the pre-design stage. In Furry Creek, there will be 3 lanes moving to 4 lanes with a median barrier.

North of Murrin Park through Squamish – 4-lane divided highway. This section will include median barriers throughout. The addition of urban design features within Squamish will include curbs, gutters and sidewalks as well as improved illumination.

Squamish to Whistler – 3 lanes throughout this section, including improved two-lane sections and alternating passing opportunities provided by the third lane.

Added value of the Sea-to-Sky Highway Improvement Project beyond expected improvements include:

- 60 km baseline passing lanes and 20 km additional passing lanes
- 20 km baseline median barrier and 16 km of additional median barrier
- Additional highly-reflective pavement markings where they are most needed to enhance safety
- 44 km baseline shoulder and centre-line rumble strips and 30 km additional shoulder and centre-line rumble strips where most effective throughout the corridor
- Improved lighting and roadside reflectors throughout the corridor for additional safety
- Improved earthquake resistance and lighting on bridges
- 58 km baseline wider shoulders and 10 additional wider shoulders for improved safety and accommodation of cyclists
- Improved rock fall and debris catchment
- Additional highway straightening and improved sightlines
- Additional enforcement and emergency response
- Safer and more effective intersections, particularly in urban settings
- Improved signage signifying community entrances and to signal recreational and tourism features along the corridor
- Recreation opportunities include improved recreational trail networks in Squamish
- Improved highway maintenance response to weather conditions (three road/weather information sites)

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The Ministry of Transportation will oversee the Sea-to-Sky Highway Improvement Project to ensure that the S2S Transportation Group meets performance requirements.

The S2S Transportation Group

The Project Manager, **Macquarie Group**, is a world leader in transportation infrastructure investment and concession development. Macquarie has expanded in B.C. and now has the largest dedicated infrastructure group in the province. Macquarie Essential Assets Partnership (MEAP), a Macquarie-managed fund, has provided the equity for the project.

Peter Kiewit Sons Co. is the project design/build contractor and a North American leader in transportation design/build projects, and is British Columbia's largest heavy civil contractor with over 60 years of building some of the Province's toughest projects.

JJM is one of B.C.'s largest road builders and has constructed major portions of the Island Highway and other difficult rock excavation work.

Hatch Mott MacDonald (HMM) will lead the design for Peter Kiewit Sons Co. HMM is a leading North American transportation consultant, having designed over \$15 billion worth of transportation projects worldwide. HMM will be supported by prime sub-consultants ND Lea, McElhanney Engineering Services Ltd. and Urban Systems Ltd. and the supporting sub-consulting firms who have all worked on preliminary design of the proposed Sea-to-Sky Highway Improvement Project. To date, this group has provided approximately two-thirds of the preliminary design.

Miller Paving is one of Canada's leading providers of highway operations, maintenance and rehabilitation services.

Capilano Highway Services has over 15 years of hands-on maintenance and operations experience on the Sea-to-Sky Highway.

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