



## Ready to welcome the world for 2010 and beyond

British Columbia's Ministry of Transportation and Infrastructure (MoT) has completed safety, capacity and reliability improvements to the highway between West Vancouver and Whistler. Improved sightlines, 80 km of new passing lanes, wider shoulders, median barriers, rumble strips and improved intersections have turned the old twisty road into a state-of-the-art highway.

Grant Lachmuth, senior project director for the Sea-to-Sky Highway Improvement Project says, "We would like to thank the residents and the businesses on the Sea-to-Sky corridor for their patience and understanding during the last five years of construction. We know it was difficult having so much of the highway under construction at one time but we hope the rewards of an improved highway make up for it."

"We'd like to thank the S2S Transportation Group and Peter Kiewit Sons Co. who minimized delays and completed the work with 50% fewer closures than projected. They ensured delays and closures were predictable, and significantly reduced impacts to residents, businesses and the movement of goods."

"We've had unparalleled involvement from the public, with hundreds of residents and community leaders who participated in five rounds of community consultation, as well as through small group and key stakeholder meetings with first responders, tourism representatives, transportation providers, and movers of goods. In all, we held more than 600 meetings."

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Community Action Groups maintained active communication with the project and with their communities. "As well, we had valuable input from the Recreation Focus Group, which included representatives from the climbing, kayaking, cycling and hiker communities. They identified recreation amenities and worked to maintain and, in many cases, improve access to the outdoor recreation that makes Sea to Sky so famous."



Grant Lachmuth, senior project director

"We've worked with corridor policing agencies, and extend a special 'thank you' to Sgt. Joe Schofield of the RCMP, who helped us successfully meet the project's objective of providing more enforcement opportunities to reduce aggressive driving."

"Now that construction is complete, drivers will experience a safer highway with improved sightlines and softer curves," says Lachmuth, adding "We've built 80 km of new passing lanes to reduce driver frustration and added safety features like median barriers, rumble strips and wider shoulders."

### **Improvements corridor-wide with benefits to communities**

While the greatest impact from the construction remains the stunning new highway, local communities also benefited from



The project has improved sightlines and smoothed sharp curves on the highway, as shown here by the improvements at Doodson's Corner, under construction on the left and completed on the right.

the project. Lachmuth says, "Improvements were made to intersections in urban areas for safer in/out access, and improved lighting at key areas such as intersections, bridges and pedestrian underpasses has added safety for pedestrians and cyclists."

Considerable planning went into the preservation of, or improvements to, community recreation assets, including improved or enlarged parking areas at trailheads. In Squamish, the project helped the municipality meet their objective of improved east/west connectivity with additions such as the Centennial Way underpass. "The project also contributed significant cash contributions to the Municipalities of Squamish and West Vancouver for recreational trail improvements," says Lachmuth.

Pointing out economic benefits the project brought to local communities, Lachmuth said, "Economically, the project provided local hires for community employment opportunities, and Miller Capilano Maintenance Corp. is providing local and First Nations long-term employment over the next 21 years of the maintenance contract. During construction, the contractor made significant purchases of heavy equipment, pickup trucks and other supplies from local sources."

Environment enhancements included reuniting wetlands in the Pinecrest area that were separated during the original highway construction. Fish habitat was improved at Widow Creek where a new concrete box culvert was installed under the highway in Squamish, allowing flows from the Mamquam River and newly recharged channels of the Loggers Lane Creek system to enter the Britannia Slough. These tidal channels are now interconnected, allowing fish passage through various routes from Howe Sound through the Mamquam Blind Channel up into the Mamquam River.

The project contributed \$122,500 to the purchase of a 5.83 ha forested island within the historic channels of the Squamish River and bounded by Wilson Slough, Britannia Slough and Mamquam Blind Channel. The Squamish River Watershed Society secured funds from other sources for the balance





*The team made extensive use of downslope construction, building nearly 60,000 square metres of mechanically stabilized earth (MSE) walls. This work, along with the 'half bridges', eliminated the need for major upslope blasting and extensive road closures.*

of the purchase price and The Land Conservancy of British Columbia holds an environmental conservation covenant on the property. Rare and important riparian floodplain habitat has been protected.

Lachmuth says, "We're proud of our accomplishment. This has been an amazing team, and in the end, the remarkable achievement and success of this project is in no small part due to the front-line workers. They deserve recognition for their innovation and dedication to their jobs, as well as for exemplary safety standards and traffic management strategies that will be a model for other road builders for years to come."



*Increased enforcement opportunities will provide police with safe locations to target aggressive driving.*



*Improvements were made to community recreation assets along the corridor. Shown here, a new pedestrian overpass at the Stawamus Chief Provincial Park, where improved access and enlarged parking facilities will improve safety for climbers and hikers.*

## Before and After

This series of before and after pictures shows safety, reliability and capacity improvements made to the highway in a variety of locations. Safety, the primary project goal, is enhanced by separating north and southbound traffic, by separating through-traffic from local, and by smoothing curves and improving sightlines. Reliability arises from increased safety and capacity, as well as from improved slope stabilization, bridge construction and debris containment.



**BEFORE:** North of Horseshoe Bay at Pasco Road.



**AFTER:** Realignment of old highway at Pasco Road. View of new alignment on the left to Eagleridge Interchange. View of old highway to the right carries local traffic to Horseshoe Bay and BC Ferries. Improvements are part of a 4.6 km section of four-lane divided highway from Eagleridge Drive to North Junction.



**BEFORE:** Highway construction just south of Strachan Road.



**AFTER:** Same location post-construction. This view is an example of downslope construction minimizing the need for upslope blasting and extensive road closures required to clear blasts. Designers and engineers made extensive use of mechanically stabilized earth (MSE) walls and in this photo, "half bridges" to extend the highway and the two new lanes.



**BEFORE:** View of Lions Bay from Kelvin Grove overpass.



**AFTER:** View of Lions Bay from Kelvin Grove post-construction. The design is a split grade, multi-laned highway with 1.5-metre shoulders. Open Grade Friction Course (OGFC) or “quiet pavement” is laid throughout the community.



**BEFORE:** Furry Creek hill two lanes pre-construction.



**AFTER:** Furry Creek hill post-construction as a four-lane highway divided by median barriers. Furry Creek Bridge and Middle Creek Bridge were widened to accommodate the doubling of capacity, centre line barriers and 1.5-metre shoulders.



**BEFORE:** Garibaldi Park entrance to Cheakamus Bridge pre-construction.



**AFTER:** Garibaldi Park entrance to Cheakamus Bridge post-construction as multi-laned highway with a protected T intersection, raised medians and median barriers, 1.5-metre shoulders, smoother curves and improved sightlines.

# First Nations honoured and recognized through signage program



Community gateway signage as well as highway guide signs on the Sea-to-Sky Highway have been developed in partnership with the Squamish and Lil'wat First Nations. The signs incorporate the language and symbols of the First Nations, including the dual names of communities and creeks along the highway.

The project thanks the Squamish and Lil'wat First Nations for supporting the highway improvements in their territory. There was significant First Nations involvement, including employment opportunities, joint venture, and with the signage program, helping to brand the Sea to Sky as a cultural journey.

Seven pullouts along the corridor will have First Nations kiosks with over 84 interpretive panels at viewpoints along the route. Other elements of the program (but not related to the Sea-to-Sky Highway Improvement Project) include the development of the Squamish Lil'wat Cultural Centre located in Whistler's main village, a cultural journey visitor guide, and cultural tours and interpretive services.



# Amazing project team reaps 12 awards

Our project team brought together local and international expertise in design, mountain highway building, operations, maintenance and rehabilitation as part of the public-private partnership. The project has been honoured by the engineering sector as well as by national and international public-private partnership organizations with one international award, four national awards, six provincial awards and one local award.

## 2009

- Canadian Council for Public Private Partnerships; National Awards for Innovation and Excellence; Gold Award, Infrastructure
- Consulting Engineers of BC (CEBC) Lieutenant Governor's Award for Engineering Excellence
- CEBC Award of Excellence
- Transportation Association of Canada; 2008 Environmental Achievement Award

## 2007

- CEBC Award of Merit; Engineering Excellence

## 2006

- CEBC Award of Merit; Engineering Excellence
- Public Private Finance Magazine of UK; Public Private Finance Award; Best Global Project to Reach Financial Close

## 2005

- CEBC Lieutenant Governor's Award for Engineering Excellence (Test section)
- CEBC Award of Excellence (Test section)
- Canadian Consulting Engineers Engineering Awards; Award of Excellence – Transportation
- Canadian Council for Public Private Partnerships; National Awards for Innovation and Excellence; Gold Award, Project Financing

## 2004

- Institute of Transportation Engineers Greater Vancouver Section; W. H. Curtis Award for Outstanding Technical Achievement



*Increased lanes, centre median barrier, rumble strips and improved highway markings are shown in this section of new highway north of Lions Bay. Eighty kilometres of new passing lanes have been added due to the Sea-to-Sky Highway Improvement Project.*

# Thank you from the Premier and Minister of Transportation and Infrastructure



The completion of the upgraded and improved Sea-to-Sky Highway not only provides a legacy of safety and reliability for the travelling public but will also contribute to the economic development of communities along the highway and in fact for the entire province.

With the 2010 Olympic and Paralympic Winter Games just around the corner, British Columbia is rapidly gaining the attention of the world. The Games present a once-in-a-lifetime opportunity for B.C. The new Sea-to-Sky Highway will provide safe and reliable travel for Olympic traffic between Vancouver and Whistler venues.

I would like to congratulate all those involved in developing this successful project, and offer a special thank you to the workers who toiled around the clock rain or shine. Your hard work and dedication contributes to the strength and future of British Columbia.

Sincerely,

Gordon Campbell,  
Premier



The upgraded Sea-To-Sky Highway is an important and significant improvement to our province's transportation infrastructure, improving safety and reliability for motorists all along the corridor.

Our government is committed to providing safe and efficient roadways and we will continue to work with all levels of government to develop a strong transportation infrastructure network for all of British Columbia.

By using the P3 process for the Sea to Sky Highway Project, the project came in on time and on budget, met and exceeded our commitments to communities and we receive better value for taxpayer dollars.

I would like to take this opportunity to congratulate everyone that was involved in the completion of this project. You are to be commended for your ingenuity, hard work and your contribution to building a better and safer British Columbia.

Sincerely,

Shirley Bond,  
Minister of Transportation and Infrastructure

## For further information:

### Sea-to-Sky Highway Improvement Project Community Relations

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