



## 2013 AWARDS FOR ENGINEERING EXCELLENCE

### Award of Excellence

### South Fraser Perimeter Road – Eastern Section



#### Consultant

Stantec Consulting Ltd. with exp Services Inc.

#### Owner

BC Ministry of Transportation and Infrastructure

#### Concessionnaire

Fraser Transportation Group Partnership

#### Client

FTG Constructors

a General Partnership between Dragados Canada, Inc., Ledcor CMI Ltd.,  
BelPacific Excavating & Shoring LP and Vancouver Pile Driving Ltd.

#### Category

Transportation

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The South Fraser Perimeter Road (SFPR) is part of the Province's Gateway Program to improve roads and bridges for people, goods and transit in Metro Vancouver. The project, approximately 40 km long, includes the design, construction, finance, and operation of a new four-lane, 80 km/hr route along the south side of the Fraser River, extending from Deltaport Way in Southwest Delta to 176th Street in Surrey. The project is being delivered through a Public-Private Partnership (P3) between the British Columbia Ministry of Transportation & Infrastructure (BC MoTI) and the Fraser Transportation Group.

The Eastern Section in Surrey opened to traffic on December 1, 2012. As BC's newest highway, SFPR (Hwy 17) is currently accessible from 136th Street for travel under the Port Mann Bridge and onward to connect to Hwy 1.

As the Prime Consultant for FTG Constructors, Stantec has led the multi-disciplinary design team, providing project management, electrical engineering, environmental services, landscape architecture, municipal engineering, traffic engineering, transportation engineering, and water resources engineering. The design team was challenged to create a cost-effective infrastructure solution that would remove truck traffic from commuter roads in the greater Vancouver area, while minimizing environmental impacts and improving adjacent communities.

The design team faced significant design constraints including:

- A very limited right of way, which was confined by parkland, archaeologically sensitive areas, and existing municipal infrastructure.
- Poor ground conditions extending to great depths.
- Ecologically sensitive locations requiring ongoing monitoring and resolution prior to any construction.
- An accelerated schedule driven by the Gateway Program, demanding substantial completion one month ahead of schedule.