

# Ministry of Highways and Infrastructure



## Plan for 2019-20

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# Statement from the Minister



*The Honourable Lori Carr*

*Minister of Highways  
and Infrastructure*

I am pleased to present the Ministry of Highways and Infrastructure Plan for 2019-20.

Government Direction and Budget for 2019-20 is focused on *The Right Balance* for Saskatchewan. We're returning to a balanced budget with sound fiscal management while keeping taxes low, supporting economic growth and ensuring quality government programs and services for people and businesses in Saskatchewan.

Represented in the ministry's vision: Transportation-Connecting Saskatchewan to the World, the ministry will make investments and deliver programs and services that support the strategic goals of improved safety and environmental sustainability; improved road conditions; an integrated transportation network and efficient travel for people and goods.

In 2019-20, the Ministry of Highways and Infrastructure will implement strategic safety improvements across the provincial transportation system. In addition to using a comprehensive 3E's approach (Engineering, Education and Enforcement) to safety, the ministry will enhance intersection safety through investments in a multi-year safety improvement plan. The five-year, \$65.0 million investment, will be combined with the existing annual Safety Improvement Program funding to provide additional funding for safety related spot improvement projects. The plan will accelerate delivery of intersection safety enhancements across the network including turning lanes, lighting, clearing sight lines and major intersection safety improvements. The ministry will also implement initiatives to improve work zone safety and promote environmental sustainability.

The ministry's focus on efficient travel for people and goods will result in strengthening the provincial highway network through capacity improvements like twinning and passing lanes. This will help make the network safer and keep Saskatchewan competitive on the world stage. Growth around Saskatchewan's cities requires investment to improve safety and address congestion. This year, the Regina Bypass will be completed on time and on budget, creating safer and more efficient access to, and travel around, Regina.

The ministry will also continue to regulate and operate the transportation system in a manner that is safe, reliable and contributes to our government's climate change strategy. Investments in bridges, repaving and rural highway upgrading will ensure that we improve road conditions and continue providing a reliable and resilient transportation system.

The ministry will continue its focus on engaging stakeholders and municipal partners in order to develop an integrated transportation network that results in roads that meet local demand and provide reliable access.

This plan focuses on safety and lays a foundation for future growth, which will enhance the quality of life for all people of Saskatchewan and continue to keep Saskatchewan strong.

Our progress will be reported on in the 2019-20 annual report.

# Response to Government Direction

The Government of Saskatchewan is committed to having *The Right Balance*. We will continue to carefully manage spending and focus on government priorities, such as competitive taxes, investments in economic growth and providing programs and services that meet the needs of Saskatchewan people and businesses.

## Saskatchewan's Vision

*".. to be the best place in Canada – to live, to work, to start a business, to get an education, to raise a family and to build a life."*

Sustaining growth  
and opportunities for  
Saskatchewan people

Meeting the challenges  
of growth

Securing a better quality  
of life for all  
Saskatchewan people

Delivering responsive  
and responsible  
government

Saskatchewan's Vision and goals provide the framework for ministries, agencies and partners to align their programs and services and meet the needs of Saskatchewan's residents.

All ministries and agencies will report on progress in their 2019-20 annual reports.

# Operational Plan

## Mandate Statement

The ministry manages and provides for the future development of an integrated provincial transportation system which supports economic growth and prosperity for Saskatchewan. Our infrastructure investments will be guided by strategic transportation policy and incorporate operating and maintenance practices which promote the safe and efficient movement of people and goods.

## Mission Statement

To provide a safe, reliable transportation system that supports Saskatchewan's growth agenda and quality of life. We strive to deliver innovative sustainable infrastructure to serve the needs of the people of Saskatchewan.

## Government Goals



Strategic priority in support of the *Saskatchewan Plan for Growth*: Increasing Transportation Safety - Continue to build safer communities.

## Ministry Goal

Improved safety and environmental sustainability

## Strategies

- Target safety improvements on the transportation system that reduce fatalities and injuries.
- Create a safety culture by implementing an injury prevention strategy in the workplace to achieve Mission Zero.
- Enforce traffic safety regulations to improve public safety.
- Invest in infrastructure that improves its resiliency in the event of extreme weather.
- Provide environmental stewardship by improving operations and services to meet Saskatchewan's climate change goals.

## Key Actions

- Deliver the road safety strategy to reduce fatalities and injuries from collisions. The strategy has a focus on intersections, dark driving conditions, and single-vehicles running off the road. Examples of methods to address the focus areas of the strategy are the reflectivity of pavement marking and signing, lighting improvements, and turning lane improvements.
  - Invest \$20.0 million in road safety improvements:
    - Enhance intersection safety with a \$13.0 million investment, including:
      - Intersection improvements at Highway 35 and Highway 335;
      - Lighting improvements on Highway 3 at Shellbrook;
      - Intersection and lighting improvements at Highway 21 and Highway 307;
      - Intersection improvements on Highway 1 at Kalium Rd; and,
      - Intersection sight triangle improvements.
    - Invest \$7.0 million through the Safety Improvement Program, to reduce the frequency and severity of collisions, including:
      - Pedestrian crosswalk improvements on Highway 55 at Flying Dust First Nation; and,
      - Constructing a guardrail on Highway 376 at Maymont Bridge.



- Deliver the Pavement Marking Program to provide visible pavement lines for the safe directional flow of traffic.
- Deliver the Signing Stewardship Program to rehabilitate, replace and install new signs to keep the overall condition of the approximately 119,000 regulatory, warning, guide and information signs on the provincial network in good repair.
- In partnership with the Highway 16 Saskatoon to Wynyard Safe Corridor Alliance, work to identify and deliver future safety improvements between Saskatoon and Wynyard.
- Deliver major safety improvement projects, like twinning and passing lanes.
  - Construct passing lanes and twinning projects to improve traffic flow and increase safety, including:
    - One set of passing lanes on Highway 2 - north of Moose Jaw;
    - Two sets of passing lanes west of Rosetown on Highway 7 – Rosetown to Kindersley; and,
    - Complete the Highway 7 Vanscoy bypass, which will complete the twinning of Highway 7 from Saskatoon to Delisle.
  - Commence safety and capacity enhancements on high traffic highways including:
    - Six sets of passing lanes and corridor improvements on Highway 39 - Weyburn to Estevan;
    - Three sets of passing lanes on Highway 9 – Yorkton to Canora;
    - Three sets of passing lanes on Highway 10 – Melville to Yorkton;
    - Four sets of passing lanes east of Kindersley on Highway 7;
    - Three sets of passing lanes on Highway 7 – Kindersley to the Alberta border; and,
    - Two sets of passing lanes, widening and twinning on Highway 5 – Saskatoon to Highway 2.
- Communicate to the public, through the annual Work Zone and Snow Zone campaigns, safe driving practices to reinforce slowing to 60km/h in work zones and when approaching snow plows.
- Reinforce safe practices and behaviors by conducting work zone audits on construction projects and maintenance activity to improve work zone safety.
- Update the Work Zone Safety Manual to improve clarity and increase compliance.
- Reduce the risk of railway safety related incidents by collecting and auditing safety management plans which verify shortline and industrial railway companies are meeting provincial safety regulations.
- Deliver public crossing and provincial rail inspection programs for provincially regulated rail lines and shortline companies to promote safety and recommend repairs.
- Contribute to the reduction of crime and traffic violations in Saskatchewan by participating in the Protection and Response Team (PRT) through the Saskatchewan Highway Patrol.
- Participate in “Road Check” and “Operation Air Brake” annual international safety inspection events, deliver Commercial Vehicle Safety Alliance (CVSA) inspections, and plan strategic enforcement activities to reduce commercial vehicle safety violations.
- Contribute to the delivery of Prairie Resilience: A Made-in-Saskatchewan Climate Change Strategy, with focus on infrastructure resiliency and reducing carbon emissions through rail and truck transportation efficiencies.
  - Develop a strategy to reduce vehicle emissions from the ministry’s equipment fleet.
  - Begin implementing automated vehicle location equipment on the ministry’s snow plow fleet to optimize and monitor salt usage and improve vehicle emissions.
  - Implement an environmental protection planning process to monitor and ensure compliance with federal and provincial regulations.
  - Develop environmental criteria to help evaluate transportation design alternatives.
- Improve highway segments with flooding related risks, including:
  - Highway 9 erosion and landslide repair north of Whitewood;
  - Highway 11 erosion repair near Lumsden; and,
  - Highway 8 erosion repair north of Rocanville.



## Performance Measures

### **Reduction in fatality and injury collisions.**

**Target = five-year rolling average of 10.6 collisions per 100 million vehicle kilometres traveled.**

This measure uses a five-year rolling average collision rate for fatality and injury collisions to track highway safety over time. The ministry aims to reduce the rate through operations and maintenance practices and infrastructure safety improvements delivered through the road safety strategy. Focus areas of the safety strategy are incidents relating to dark driving conditions, intersections, single-vehicles running off the road and wildlife.

### **Number of safety incidents in work zones and snow zones.**

**Target = 10 per cent reduction.**

This is a measure of safety incidents occurring in ministry work zones and snow zones. An incident is an unplanned event that results in or has the potential to result in injury or property damage. A work zone is a controlled and marked area where active work is ongoing, typically noted with work zone signage. Snow zone incidents are between the public and a snow plow.

### **Per cent of workplaces that complete inspections in accordance with Occupational, Health and Safety requirements.**

**Target = 100 per cent.**

This is a measure of the ministry's commitment to providing safe workplaces. The ministry has over 100 workplaces throughout the province including equipment buildings, offices, airports and ferries.

### **Per cent of shortline and industrial rail lines with safety management plans.**

**Target = 100 per cent of plans on file with the ministry by March 31, 2022.**

Safety management plans are used by industry and the ministry to ensure that procedures are in place to prevent or address rail incidents. To obtain an operating licence from the Highway Traffic Board, it is a requirement of shortline and industrial rail lines to have a safety management plan.

### **Per cent availability of highway network.**

**Target = 99.99 per cent.**

This measure is used to determine highway network reliability. It is a measure of kilometers closed for various reasons, including extreme weather and collisions.

### **Per cent of shortline public grade crossings inspected on a four-year cycle.**

**Target = 100 per cent by March 31, 2022.**

There are 1,219 shortline public grade crossings. A crossing is where the rail line intersects with a road. The ministry inspects the crossings on a four-year cycle to ensure the safe movement of rail cars, and recommends repairs to the shortline companies.

### **Per cent of shortline rail tracks inspected over a three-year cycle.**

**Target = 100 per cent by March 31, 2021.**

There are 2,131 km of shortline track in the province. The ministry inspects rail lines on a three-year cycle to ensure the safe movement of rail cars, and recommends repairs to the shortline companies.



### **Out of Service Rate from CVSA level 1 inspections through the Roadcheck blitz.**

**Target = 30 per cent.**

The ministry delivers commercial vehicle enforcement activities all year to influence regulation compliance. The goal is to reduce the non-compliance of commercial trucks. CVSA offers a uniform methodology for inspecting large vehicles and criteria under which unsafe vehicles and drivers are removed from the road.

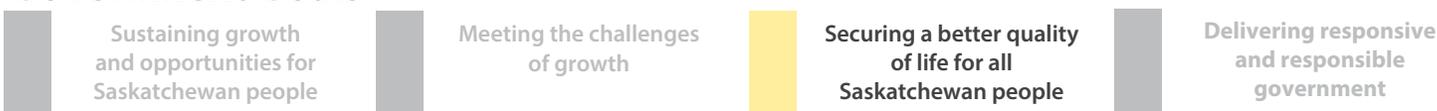
Each year, along with the other Canadian provinces and territories, Saskatchewan participates in Roadcheck, a 72-hour concentrated safety inspection blitz held across Canada. Roadcheck delivers a sample of the commercial vehicle and driver safety on the highway.

### **Number of CVSA inspections on commercial vehicles.**

**Target 2019-20 = 7500 inspections.**

The ministry delivers commercial vehicle enforcement activities all year to influence regulation compliance. The goal is to reduce the non-compliance of commercial trucks. CVSA offers a uniform methodology for inspecting large vehicles and criteria under which unsafe vehicles and drivers are removed from the road.

## **Government Goals**



Strategic priority in support of the *Saskatchewan Plan for Growth*: Enhancing quality of life - Transportation infrastructure is the foundation for economic growth and improved quality of life.

## **Ministry Goal**

Improved road conditions

## **Strategies**

- Communicate and report level of service standards so the public knows what to expect for highway services.
- Implement innovative repair and upgrade options that result in a well maintained transportation system.
- Enforce vehicle weight and dimension regulations to reduce damage on the highway network.

## **Key Actions**

- Continue to provide accurate, timely and reliable road information for travelers through the Highway Hotline.
- Advance the use of field devices and new technologies in project and service delivery through the ministry's Intelligent Transportation System (ITS) plan. The plan is a long term strategy to continually incorporate the use of ITS devices such as cameras, variable message signs, road weather information systems, traffic counters, weigh-in-motion as well as emerging technologies.
- Deliver on level of service (LOS) standards for summer and winter maintenance program delivery which incorporates the ministry's responsiveness to surface failures and operational requirements.
- Improve public awareness of the ministry's LOS and the activities the ministry employs to operate and maintain the province's transportation network.



- Provide overnight road condition surveillance and minor maintenance on high volume highways during winter months.
- Provide pavement treatments to renew or increase the longevity of the assets to meet life cycle requirements.
  - Deliver 240 km of repaving of highways, which renews the pavements life cycle by restoring it to new condition.
  - Deliver 190 km of medium pavement treatments like thin lift over lays or micro-surfacing, which primarily mitigate rutting and improve longevity.
  - Deliver 490 km of light pavement treatments like sealcoats, which seal the surface from moisture and increase longevity.
- Deliver innovative surface treatment projects on low volume highways as part of completing 40 km of upgrades to rural provincial highways, including:
  - Highway 106, spot improvements east of the junction of Highway 135;
  - Highway 155, from Green Lake to 20 km north;
  - Highway 255, south and west of Tobin Lake; and,
  - Highway 355, west of Spruce Home.
- Deliver 50 km of gravel surface rehabilitation projects, including:
  - Highway 165 northwest of Highway 2; and,
  - Base stabilization and spot improvements on Highway 135, south of Pelican Narrows.
- Extend the service life and ensure the adequacy of bridge and drainage structures:
  - Replace or repair aging culvert and wood box drainage structures;
  - Replace 24 short span bridges at end of their service life with new bridges or culverts; and,
  - Complete major repairs on 6 bridges to extend the service life of large span bridges.
- Deliver commercial vehicle safety, weight and dimension regulations education programming for the trucking industry to assist in increasing regulatory compliance.
- Protect road infrastructure through weight enforcement activities on commercial vehicles.

## Performance Measures

### **Number of Highway Hotline website visits and calls.**

**Target = 6 million website visits and 75 thousand phone calls.**

Measuring website visits and calls illustrates the public's demand for information on weather-related highway conditions, closures and construction zones.

### **Per cent of pavements in fair to very good condition on provincial highways.**

**Target = 90 per cent.**

The ministry maintains over 15,000 kilometers of paved highway. The ministry uses measures that incorporate smoothness, rutting and cracking in the road to measure its condition. This information determines when repaving or other pavement preservation treatments are needed.

### **Number of innovative surface treatments on low volume roads.**

**Target = two projects.**

The ministry is piloting alternative surface treatment options in order to provide value and deliver a highway surface that meets local demand and provides reliable access. Delivering innovative surface treatments allows the ministry to address more kilometers of highways with an appropriate surface for the traffic demand.



**Number of bridges and drainage structures replaced or rehabilitated.**

**Target = 30 bridges for 2019-20.**

The ministry uses a condition index to rate the state of its bridges. The number of bridges upgraded effects the network average bridge condition index by improving a bridge's condition or replacing a bridge with a new bridge or culvert.

**Number of bridges and large diameter drainage structures inspected.**

**Target = 100 per cent every two years.**

Bridges are an important part of the network's usability. As the highway network ages, it is important to ensure that bridges are in good condition.

**Number of portable weight checks.**

**Target 2019-20 = 900.**

Axle weight checks delivered by highway patrol officers on commercial vehicles aid in protecting highway infrastructure from damage. Portable weight checks are a method of monitoring and enforcing compliance with Saskatchewan's vehicle weight and dimension regulations away from the permanent scale locations.

## Government Goals



Strategic priority in support of the *Saskatchewan Plan for Growth*: Efficiently managing the transportation system – Integrated planning of initiatives at the provincial, regional, and municipal level that result in future population and private sector growth.

## Ministry Goal

Integrated transportation network

## Strategies

- Engage citizens, partners and stakeholders to assess transportation demand and understand the needs for future investments.
- Work with municipal and indigenous community partners to manage traffic demand on a one network approach.
- Work with partners to develop competitive transportation solutions for Saskatchewan businesses.

## Key Actions

- Support municipal and provincial transportation system integration to better utilize the existing network to achieve economic growth and quality of life outcomes.
  - Invest \$14 million through the Municipal Roads for the Economy Program (MREP) – a partnership agreement with the Saskatchewan Association of Rural Municipalities – for municipal road and bridge enhancement and preservation, including the Clearing the Path program and the Heavy Haul-High Volume program.
  - Work with rural municipalities to provide alternate truck routes or new partnerships through Strategic Partnership Program agreements to help preserve Thin Membrane Surface (TMS) highways and optimize the utilization of existing infrastructure.



- Through the Urban Highway Connector Program, invest in urban highway projects to improve efficiency on provincial highways through major urban centres including the rehabilitation of:
  - Highways 3 and 6 in Melfort;
  - Highways 9 and 5 in Canora;
  - Highways 5 and 35 in Wadena; and,
  - Highway 4 in Rosetown.
- Support community airports through the Community Airport Partnership program, which results in a \$1.4 million investment for improvements to small airports.
- Utilize transportation system data to inform Saskatchewan's economic competitiveness and actions taken to make improvements.
- Work with industry, Area Transportation Planning Committees, municipalities and other stakeholders to identify network gaps and solutions, including regional transportation studies that result in a long-term transportation Plan.
- Publish traffic volume maps and biennial travel books with data collected from over one thousand locations annually for public and ministry planning.

## Performance Measures

### **Per cent of Thin Membrane Surface highways managed using partnerships.**

**Target = 14 per cent.**

This measure reflects the strategic partnerships that are assisting the ministry in maintaining reliable access. These partnerships with municipalities involve the utilization of municipal roads to re-route heavy vehicles that would otherwise damage sensitive segments of the provincial highway network.

### **Per cent availability of provincially operated ferries.**

**Target = 98 per cent.**

This measure shows the reliability of provincially operated ferries. It is a measure of scheduled availability against time lost.

### **Per cent availability of airport services at the 17 provincial airports.**

**Target = 98 per cent.**

This measure shows the reliability of the 17 provincially operated airports. It is a measure of scheduled availability against time lost.

## Government Goals



Strategic priority in support of the *Saskatchewan Plan for Growth*: Supporting trade and investment - Economic corridors and gateways facilitate growth in export and trade and the movement of goods and services locally, regionally, and internationally.

## Ministry Goal

Efficient travel for people and goods



## Strategies

- Improve network access and reliability through regulations, permits and infrastructure investments to support economic growth.
- Improve reliability and safety for flow of goods by efficiently managing roads, airports, ferries and railroads.
- Work with partners to increase economic opportunities by improving transportation access for northern communities.

## Key Actions

- Complete phase II of the Regina Bypass from Highway 33 to Highway 11 for opening on October 31, 2019.
- Continue functional planning for the future traffic demand around Saskatoon to reduce the amount of land currently restricted for development.
- Collaborate with stakeholders on applications to the federal government in order to leverage project funding and maximize transportation benefits for users.
- Work together with SaskPower, the Ministry of Trade and Economic Development and other jurisdictions to provide a network of high-clearance corridors which facilitate the movement of large loads.
- Support federal and provincial regulatory improvements for trucking that facilitate the safe, reliable and efficient movement of goods across the transportation network.
- Begin the multi-year rehabilitation of the Fond du Lac airport.
- Work with the Aviation Advisory Committee and other stakeholders in Saskatchewan to deliver safety related and other improvements for aviation services at ministry operated airports.
- Incorporate airport classification into an updated provincial airport maintenance manual in order to provide defined levels of service to the aviation industry.
- Provide ferry connections at key municipal road crossings for local travelers and commuters.
  - Dry-dock the Riverhurst Ferry for inspection and rehabilitation in order to continue to meet federal regulations.
- Invest \$57.3 million to improve and maintain infrastructure in northern Saskatchewan.

## Performance Measures

### Travel time around major urban congested areas.

Investments around urban centres are important for ensuring the safe free-flow of traffic from commercial carriers and commuters. This measure will establish data to be used as reference for the ministry's efforts, over the long term, in addressing the growth of urban census metropolitan areas. It will establish a baseline for future targets.

### Utilization by industry of high clearance corridors.

The high clearance corridors provide efficient routes to haul oversized items through the province. This measure is collected from SGI permitting data and provides a high-level indicator of activity on corridors.

### Per cent of bridges without a legal load restriction.

#### Target = 99.3 per cent.

The ministry is responsible for over 700 bridges on the highway network. This is a measure of the number of bridges on the highway network that are posted to less than legal loading for the road segment. Having a legal load restriction means that the bridge is limiting the vehicle load configuration on this segment of the road and potentially inhibiting the flow of goods.



### Per cent of single trip permits issued within 24 hours.

Target = 99.5 per cent.

Single trip permits are required for vehicle configurations that exceed vehicle weight and dimension regulations for a particular route. Permitting is offered to ensure efficient travel for commercial vehicles while protecting road infrastructure assets. This is a measure of the efficiency of the permitting system to ensure that industry and commerce is receiving quality service.

## Government Goals



Strategic priority in support of the *Saskatchewan Plan for Growth*: A High Performance Organization – Demonstrate innovation, collaboration and transparency, practice effective and accountable use of resources and promote engagement and leadership.

## Ministry Goal

Commitment to excellence

## Strategy

- Improve technical management and leadership capacity by creating a learning organization and positive workplace culture.
- Deliver an accountable, citizen-centred, inclusive, solution-focused and knowledgeable workforce while enhancing employee engagement.
- Create a process-based organization through continuous improvement and innovation.

## Key Actions

- Continuously improve project delivery by:
  - Engaging with industry stakeholders and continuing to work together to promote innovation, collaboration and solutions in the effective delivery and quality of construction projects;
  - Expanding the use of alternative procurement models, specifically the Design-Build procurement model;
  - Continuing the implementation of project management system software to improve delivery of capital projects;
  - Further developing the best value approach for the evaluation and award process of consulting services; and,
  - Utilizing the best value approach for the ministry's construction award activities including a contractor performance (project quality and timeliness) rating process.
- Deliver improved service to citizens through the ministry's new customer service centre.
- Develop targets and actions to improve employee engagement and maintain corporate knowledge through mentoring, succession and hiring practices.
- Foster a culture of innovation that empowers employees to collaborate through the use of idea and knowledge management processes.
  - Engaging and sharing knowledge with employees through crowdsourcing and database tools to identify and implement innovative solutions and opportunities.
  - Developing, refreshing and optimizing process maps to facilitate knowledge transfer and enhance efficiency, consistency, and quality of the ministry's service delivery.



## Performance Measures

### **Customer Satisfaction in their interaction with the ministry.**

Citizen-centred service is the primary goal of the ministry's strategic direction. Delivering quality service to the people of Saskatchewan and assisting them to find the answers they are looking for is important. This is a measure of the ministry's interaction with people in the delivery of services.

### **Per cent employee engagement.**

Employee engagement is measured by survey every two years. This is an important measure for the ministry as it relates to advancing a desired value-based culture where employees are excited about and committed to their work in delivering citizen-centred service.

### **Number of innovation ideas implemented by ministry employees.**

Developing a culture of innovation will assist the ministry in achieving its goals to provide quality citizen-centred service that is efficient and makes the best use of resources. This measure is a display of the ministry's approach in encouraging innovation in the everyday practices of ministry employees.

# Highlights

## 2019-20 Budget Highlights:

The Ministry of Highways and Infrastructure 2019-20 budget is \$706.1 million, including a capital investment of \$439.8 million. This budget invests in improved safety, continued operation and maintenance of the network and ensuring Saskatchewan's economy remains competitive and connected to markets across Canada and around the world. In 2019-20, the ministry will continue government's focus on working with its partners towards the integrated planning of transportation, including investing in resilient infrastructure and reducing carbon emissions for an improved quality of life for Saskatchewan's people.

This budget continues to preserve and improve the provincial highway system through:

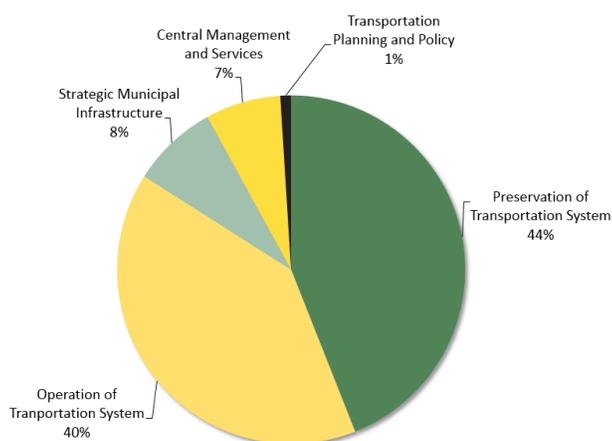
- \$104.6 million for preventative maintenance on provincial highways and bridges.
- \$121.3 million for 920 km of capital preservation improvements to highways.
- \$152.7 million for major projects supporting the *Saskatchewan Plan for Growth*:
  - Complete the Regina Bypass project, which will improve safety and efficiency.
  - Construct passing lanes and twinning projects to increase safety and improve traffic flow, including:
    - Multiple passing lane projects across the province on Highways 2,7,9 and 10;
    - Completing the Highway 7 Vanscoy bypass to complete twinning between Saskatoon and Delisle;
    - Passing lanes and corridor improvements on Highway 39 between Weyburn and Estevan; and,
    - Multiple safety and capacity enhancements on Highway 5 between Saskatoon and Highway 2.
- \$20.0 million for increased road safety across the network, including:
  - \$13.0 million for the first year of a five-year \$65.0 million enhanced intersection safety investment; and,
  - \$7.0 million through the Safety Improvement Program to reduce the frequency and severity of collisions.
- \$63.9 million for rural highway upgrades to improve accessibility and safety, including \$9.0 million of infrastructure restoration and resiliency upgrades as a result of previous flood damage.
- \$60.0 million to replace and rehabilitate bridges and culverts.
- Providing \$14.0 million to rural municipalities through the Municipal Roads for the Economy Program to enhance and preserve rural municipal transportation infrastructure.
- Investing \$6.7 million through the Urban Highway Connector Program towards capital projects and operations and maintenance in urban municipalities.

# Financial Summary

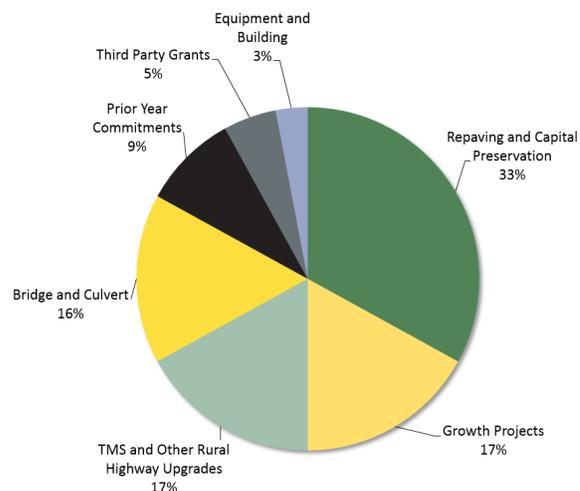
2019-20 Estimates	(in thousands of dollars)
Central Management and Services	\$17,782
Strategic Municipal Infrastructure	\$22,745
Operation of Transportation System	\$105,909
Preservation of Transportation System	\$116,382
Transportation Planning and Policy	\$3,418
Custom Work Activity	---
Infrastructure and Equipment Capital	\$439,844
<b>Total Appropriation</b>	<b>\$706,080</b>
Capital Asset Acquisitions	(\$439,844)
Non-Appropriated Expense Adjustment	\$202,891
<b>Total Expense</b>	<b>\$469,127</b>

For more information, see the Budget Estimates at: <http://www.saskatchewan.ca/budget>

Appropriated Expense Budget



Capital Investment in addition to the Regina Bypass



## For More Information

Please visit the Ministry's website at <https://www.saskatchewan.ca/government/government-structure/ministries/highways-and-infrastructure>