

**Ministry of Transportation and Infrastructure**  
**Major Capital Project: Highway 1 Lower Lynn Improvements**  
**Budget Transparency and Accountability Act Disclosure**

**Project Scope**

Highway 1 Lower Lynn Improvement project includes four phases of work:

- Phase 1 involves replacement of the Mountain Highway Interchange, including on and off ramps, Mountain Highway realignment & expansion, intersection modifications and Stage 1 of the Keith Road realignment and expansion;
- Phase 2 involves replacement of the Keith Road/Mount Seymour Parkway Interchange, including on and off ramps and intersection modifications and Stage 2 of the Keith Road realignment and expansion;
- Phase 3 involves replacement of the Main Street/Dollarton Interchange, including on and off ramps and intersection modifications, construction of a new pedestrian underpass at Crown Street, construction of a new eastbound on-ramp underpass and the Seymour Boulevard Connector; and,
- Phase 4 involves Lynn Creek connectivity improvements; including the construction of 2 westbound Highway 1 auxiliary lanes from Mount Seymour Parkway to Mountain Highway, a new two lane westbound structure over Lynn Creek (north of the existing Lynn Creek Bridge), an eastbound on-ramp from Mountain Highway to just east of the existing Lynn Creek Bridge and a new two lane eastbound structure over Lynn Creek (south of the existing Lynn Creek Bridge).

The Ministry of Transportation and Infrastructure (MoTI) is responsible for the delivery of the project with the exception of the Keith Road realignment and expansion which was delivered by the District of North Vancouver.

**Project Objectives and Benefits**

Highway 1 is a key transportation corridor that is experiencing congestion and safety problems between the Second Narrows Bridge and the Mountain Highway Interchange due to increasing traffic volumes, the short weaving/merging lengths between closely spaced interchanges and limited connectivity across the highway. The objectives and benefits of the project are to:

- Improve safety by reducing the frequency and severity of accidents;
- Improve mobility and reliability by reducing congestion and increasing average travel speed;
- Improve east-west connectivity across Highway 1 for local trips;
- Improve transit service by facilitating access to, and expandability of, the Phibbs Transit Exchange;
- Expand and improve the pedestrian and cycling facilities to promote alternate modes of transportation.
- Provide treaty obligated infrastructure such as the Crown Street pedestrian crossing and the Seymour Boulevard Connector; and,
- Provide additional capacity over Lynn Creek to allow traffic flow to be maintained during the future replacement of the Lynn Creek Bridge.

## Project Schedule

The four phases of the projects are at various stages of development:

- Phase 1 is expected to be tendered in February 2017 and completed in the fall of 2018
- Phase 2 is expected to be tendered in summer 2018 and completed in the fall of 2020
- Phase 3 is expected to be tendered in spring 2019 and completed in the fall of 2021
- Phase 4 is expected to be tendered in the summer of 2018 and completed in the fall of 2020

## Project Cost

The estimated cost of all phases of the Highway 1 Lynn Creek Connectivity Improvement project is \$198.0 million, inclusive of project management, planning, engineering, procurement, construction, field supervision, contingency and escalation. The net provincial cost is \$76.70 million,

The federal government is contributing \$66.6 million; \$12.5 million to Phase 1 under the Major Infrastructure Component of the 2007 Building Canada Fund and \$34.1 million to Phases 2 and 3 and \$20 million to Phase 4 under the Provincial-Territorial Infrastructure Component of the new Building Canada Fund. The District of North Vancouver is contributing \$54.7 million; \$24 million for realignment and expansion of Keith Road, \$10.7 million for Phases 2 and 3 and \$20 million for Phase 4.

## Risks

Development of the project scope, schedule and budget included an assessment of the following risks and the probability of occurrence:

- **Environmental:** (Low risk) Construction occurs near several creeks and a detailed environmental assessment will be required for each phase to develop an Environmental Protection Plan.
- **Geotechnical:** (Low Risk) Soil conditions may be an issue as the project involves the construction of foundations for new structures and geotechnical investigations will be required for each phase.
- **Property: (Low risk)** Majority of the property required for the project is either being secured by the District of North Vancouver through land development processes or under the tenure of the District of North Vancouver.
- **Utilities: (Med risk)** Relocation of utilities is required and early and ongoing engagement with various 3<sup>rd</sup> Party utility companies and municipalities will be required.
- **Traffic Management: (Med risk)** Traffic volumes on this corridor are significant and construction activities along the corridor will need to co-ordinated.