Welcome
Public Information Session

Highway 91-72nd Avenue Interchange Project
The Province and the Government of Canada are moving forward with plans to build an interchange at Highway 91 and 72nd Avenue in Delta. The new interchange will remove the last remaining signalized intersection for through traffic on the Highway 91 corridor, decreasing congestion and improving overall travel times. This project is part of the strategy to address increased traffic demand on the corridor. This is a $30 million infrastructure project. The Province is committing $20 million and is currently working with the federal government to get a funding agreement for the remaining $10 million.
Why is the Project Needed?

- Traffic demand on the Highway 91 corridor – and over the Alex Fraser Bridge – continues to grow as development in Surrey and Delta increases.
- The Ministry of Transportation and Infrastructure is developing a strategy to reduce congestion that will meet both short-term and long-term needs.
- This project will remove the last signalized intersection along the corridor, easing congestion in the area.
- Currently, congestion approaching the intersection in the morning is 3 km on the Highway 91 northbound and 1.5 km on 72nd Avenue. The afternoon congestion approaching the intersection is approximately 1.5 km on Highway 91 northbound.
Today, Highway 91 and 72nd Avenue is a three-legged intersection controlled by a partial traffic signal.

Currently:
- Southbound traffic on Highway 91 is free-flow with no traffic signal
- Northbound traffic is required to stop at the signal to accommodate southbound traffic turning left onto 72nd Avenue
- Traffic stopped at this signal often extends over 3 km

The proposed new design will allow for free-flow in both directions on Highway 91. The signalized intersection on the structure will provide a safe movement for Highway 91 southbound to 72nd Ave, and 72nd Ave. to Highway 91 southbound.
The proposed new design increases the safety and efficiency of the Highway 91 corridor by replacing the existing traffic signal with an interchange.
The Province looked at two principal options for the interchange: a flyover with directional ramps and a half-diamond interchange.

| Option 1: Flyover with directional ramps | Pros:  
No signals on Hwy 91  
No signals elsewhere  
Free flow in all directions | Cons:  
Larger construction footprint:  
- Encroachment into Burns Bog  
- Increased cost for land acquisition (would need to go outside Ministry right of way) and challenges with soil conditions |
|----------------------------------------|---------------------------------|---------------------------------------------------------------|
| Option 2: Half-diamond interchange     | Pros:  
No signal on Hwy 91  
Lower construction footprint:  
- No encroachment into Burns Bog  
- No need to acquire extra land; all construction within Ministry right of way | Cons:  
Partial signal to control traffic movements to and from 72nd Avenue only. |

The Province chose the latter in order to minimize impact on Burns Bog.
Aerial View of the Interchange

1- HIGHWAY 91 NORTHBOUND
2- HIGHWAY 91 SOUTHBOUND
3- HIGHWAY 91 NORTHBOUND OFF-RAMP
4- HIGHWAY 91 NORTHBOUND ON-RAMP
5- HIGHWAY 91 SOUTHBOUND OFF-RAMP
6- HIGHWAY 91 SOUTHBOUND ON-RAMP
7- 72nd AVENUE

Aerial view of the interchange

Highway 91-72nd Avenue Interchange Project
The Ministry is committed to ensuring that the project design, construction and operation of Highway 91 avoids and minimizes environmental impacts.

Some project measures are:

- Review works that was done as part of the South Fraser Perimeter Road project to build a baseline for this project,
- Conduct additional groundwater samplings and testing to build a baseline for this project and continue work to monitor groundwater level during construction,
- Avoid impacts by designing to protect and eliminate intrusions to the Bog
- Avoid any drainage pattern changes
Learning from the Experts

The Ministry worked with experts from different agencies to understand the complexities of Burns Bog, and find workable solutions to the limitations it presents.

To create an optimal design, the project designers worked with environmental consultants, natural resources managers, water modeling consultant, and scientists from different agencies including:

- SFPR project team
- Corporation of Delta
- Metro Vancouver
- Burns Bog Ecological Conversancy Area Scientific Advisory Panel including members:
  - Dr. Richard Hebda
  - Dr. John Jeglum
  - Allan Dakin
Minimizing Impacts on the Bog

In consultation with Burns Bog Ecological Conservancy Area Scientific Advisory Panel, the following factors were considered during the design process:

- Reducing disturbance to the bog by maintaining existing drainage patterns and minimizing the amount of mineral waters moving into the bog when designing the on and off ramps.
- Replacing drainage culverts that are in poor condition.
- Using overflow drainage measures - such as ditches and swales - instead of enclosed drainage systems (i.e. storm pipes and manholes) to provide primary treatment before runoff goes into the ground.
- Preserving existing ditch adjacent to the bog.
- Ensuring contractors restore work site to its existing condition.

Highway 91-72nd Avenue Interchange and Burns Bog
Geotechnical investigations were undertaken during the project’s design phase.

Geotechnical Challenges include:
- Peat is too deep within project area for complete removal
- Preloading will be too long to avoid piling based on project schedule
- Timber piling was included as part of this project based on consultation with SAP
- Timber piling was also recommended because it will minimize the mineralization of groundwater to minimize impact to the bog

Highway 91-72nd Avenue Interchange Infill
Local area residents, motorists, and the community will be notified in advance of construction activities taking place as part of this project.

- Highway construction work completed within Ministry right-of-way
- Site preparation includes pre-loading sand and gravel, utility work, and installing drainage
- Temporary lane closures on Highway 91 will be required. For safety and operation purposes, highway lane closures occur at nighttime
- Noisy work, such as pile driving for ramps and overpass foundations, will be scheduled during daytime hours (7 a.m. – 7 p.m.) whenever possible, as outlined by the Ministry of Transportation and Infrastructure's guidelines to minimize any potential impact to the community
**Construction Schedule**

Construction will start in the fall of 2016, and the project is slated for completion by December 2018.

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**OPEN HOUSE** Ongoing public communications and updates throughout the project construction

For more information, please go to the website at [www.gov.bc.ca/highway91-72avenue](http://www.gov.bc.ca/highway91-72avenue)
Thank You

Thank you for coming to learn more about the project. Please feel free to talk with our project team if you have any further questions.

If you have any comments on the project design, you’d like to learn about upcoming construction, or want to stay informed about project updates please:

1. Visit our website: www.gov.bc.ca/highway91-72avenue
2. Contact us by email:  hwy91-72nd@gov.bc.ca
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