

Construction Update: 152 Street Interchange

As part of the Port Mann/Highway 1 (PMH1) Improvement Project, interchanges throughout the Highway 1 corridor will be upgraded or replaced to improve safety and efficiency as well as provide for cycling and pedestrian access across the highway. One of the most significant interchange upgrades will come at 152 Street in Surrey. In total, more than 20 interchanges along 37 km of Highway 1 will be replaced or upgraded as part of the project. For more information on the PMH1 Project, including details regarding other interchange upgrades, please visit www.pmh1project.com.

Improved Travel for Local Residents

Once complete, the new 10-lane Port Mann Bridge will include three lanes in each direction for through-traffic as well as two lanes in each direction dedicated to local travel between Surrey and Coquitlam. This design accounts for the fact that more than 30% of bridge users are travelling between the communities of Surrey and Coquitlam. These dedicated local-connection lanes will provide a quick and convenient link, with the added benefit of reduced congestion and improved travel

times along the entire corridor in the through-traffic lanes. As one of the busiest interchanges along Highway 1 and a major connection point between Surrey and Coquitlam, the new 152 Street interchange will be configured to connect efficiently with this new design.

Once the improvements are complete, 4 lanes will be available for traffic accessing the highway westbound from the 152 Street overpass. These additional lanes, together with the local-connection lanes leading to and crossing the bridge, will dramatically improve what has traditionally been one of the most congested points along the highway.

The improvements to the 152nd Street interchange include:

- New four-lane overpass with two local-connection lanes and two through-traffic lanes (A)
- New pedestrian/cyclist facilities (B)
- Two new local-connection lanes providing Highway 1 traffic with access to the dedicated lanes on the bridge, connecting Coquitlam and Surrey (C)
- A noise berm and sound walls for local residents



A map of the final configuration at 152 Street, including a new, reconfigured on-ramp, new local connection lanes, pedestrian/cyclist paths, noise walls and berm.

Port Mann/Highway 1 Improvement Project



An artist's rendering of the three through-traffic lanes and two local-connection lanes approaching the new 10-lane Port Mann Bridge.

Construction Staging

Construction of the new local-connection lanes and on-ramps, as well as the new 152 Street overpass will happen in several stages. These stages will entail some detours and rerouting of traffic to maintain traffic flow and keep delays to a minimum.

Spring - Summer 2010

- Construction of the north and south retaining walls and abutments for the new 152 Street overpass.
- Construction of a new 152 Street on-ramp to Highway 1.
- Construction and paving of the local-connection lanes, which will be used for an upcoming detour for highway traffic.
- Start construction of the noise berm located to the north of the 152 Street on-ramp to Highway 1.

Several closures and detours on and around the 152 Street interchange were necessary to reach this stage of construction. These include:

- The eastbound off-ramp loop is permanently closed.
- The 110/152 intersection is permanently closed.
- The 110 Avenue on-ramp to Highway 1 is permanently closed.

Fall 2010

In fall 2010 crews will begin constructing the new 152 Street overpass. Work will also begin on the reconstruction and widening of the westbound Highway 1 lanes between the 152 Street interchange and the bridge.

This lane widening work will last for approximately 18 months and will include excavating the area to the north west of the on-ramp to Highway 1, and constructing a retaining wall to the north of the highway on Johnson Hill. In order for this work to take place, all westbound highway traffic will be detoured onto the newly constructed local-connection lanes, taking highway traffic to the north around the 152 Street Interchange.

This detour will also alter the current traffic pattern for drivers approaching Johnson Hill. On-ramp traffic will approach Johnson Hill from the left via the inside lane, rather than the shoulder lane, while highway traffic will approach Johnson Hill from the right via the outside, shoulder lane.

Spring 2011

In spring 2011, reconstruction of the eastbound Highway 1 lanes will commence as well as work on the 152 Street off-ramp. During this time, eastbound traffic will be shifted north, into what is currently the median to allow crews to work in this area.

Late 2011

By late 2011, the 152 Street overpass will be complete and traffic will be shifted to the new structure. In addition, the new pedestrian tunnel under the local connection lanes will be completed, and joined to the overpass.

2012

By 2012, the existing 152 Street overpass will be removed and eastbound and westbound Highway 1 lanes will be shifted back to the original placement.

By December 2012, the new Port Mann Bridge will be open to 8 lanes of traffic. At that point, the old bridge will be removed, and the final two lanes will then be open on the new bridge.

Once this occurs, the new bridge will carry 10 lanes of traffic—three through-lanes, including one HOV/transit lane, and two local connection lanes.

Once Complete

Once the improvements are complete, four lanes will be available for traffic accessing the highway westbound from the 152 Street overpass, two for through-traffic and two for local traffic to Coquitlam.

These additional lanes, together with the local-connection lanes leading to and crossing the bridge, will dramatically improve what has traditionally been one of the most congested points along the highway.

Once complete, the new 152 Street interchange will:

- Reduce congestion and maximize efficiency
- Improve traffic flow, both for through traffic and local traffic
- Improve vehicle, cyclist and pedestrian safety
- Eliminate queue jumping through Fraser Heights
- Reduced travel times along Highway 1

Local Cycling and Pedestrian Improvements

The new Port Mann Bridge will include a barrier-separated three-metre-wide cycling and pedestrian path, with connections to United Boulevard and Lougheed Highway in Coquitlam as well as connections to 112 Street in Surrey.

The cycling and pedestrian path will tie into a new path along the top of Johnson Hill on the north side of Highway 1. The path will continue through to 112 Avenue, with a pedestrian/cyclist overpass, connecting to Robin Park.

The new path system will provide access for cyclists travelling between Surrey and Coquitlam and cyclists travelling between Fraser Heights West and Guildford. Local pedestrian and cycling improvements include:

- New access from Fraser Heights to Guildford along the improved 152 Street overpass
- New off-road path between 108 Avenue and 110 Avenue (three metres)
- Overpass near 112 Ave. to connect to the bridge on the north side and to Robin Park on the south side



Artist's rendering of the new Port Mann Bridge with through-traffic and separated local-connection lanes as well as a cycling and pedestrian path on the east side of the bridge.

Port Mann/Highway 1 Improvement Project



The new Port Mann Bridge will open to traffic in December 2012, a full year earlier than originally expected and once complete the PMH1 Project will help travelers see a time savings of up to 30 percent due to reduced congestion.

The PMH1 Improvement Project

The PMH1 Improvement Project includes construction of a new Port Mann Bridge, widening the highway, upgrading interchanges and improving access and safety on Highway 1.

The project spans a distance of approximately 37 kilometres from the McGill Street Interchange in Vancouver to 216th Street in Langley. The project will also provide for a Highway 1 RapidBus service, a joint initiative of the Province and TransLink, with service between Langley and Burnaby in less than 25 minutes. Buses will run every 10-15 minutes during peak periods. More than 20,000 people are expected to use this service by 2031, reducing greenhouse gases by 10,000 to 15,000 tonnes per year.

The Gateway Program

The PMH1 Project is a key component of the Gateway Program and part of a broader provincial transportation vision that includes:

- Expansion of bus services
- The addition of seven new RapidBus lines
- The Canada Line
- The Evergreen Line
- Improvements to the provincial road network

Together, these projects represent a balanced approach to providing environmentally, socially and economically sustainable improvements.

For More Information

For up-to-date information on traffic, road conditions and construction, visit the PMH1 Project website at www.pmh1project.com.

Contact the project:

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