

### This discussion guide provides information about:

- Project design and benefits
- Environmental improvements
- Consultation on noise mitigation in your community
- Anticipated construction activities



## Project Overview

The 216<sup>th</sup> Street Interchange and Highway 1 Improvement Project includes construction of a new interchange at the intersection of Highway 1 and 216<sup>th</sup> Street in Langley, and widening of Highway 1 between 202<sup>nd</sup> and 216<sup>th</sup> Street.

The project is designed to reduce congestion and increase capacity on Highway 1 and improve connectivity between Langley communities north and south of the highway. These communities have grown significantly in recent years and construction of a new interchange at 216<sup>th</sup> Street has been a Township of Langley priority for decades.

As part of the *B.C. on the Move* Transportation Plan, the project aims to better accommodate the current daily traffic volume of more than 106,000 vehicles on Highway 1 and build on the success of the Port Mann/Highway 1 Improvement Project, which reduced travel times in the corridor by up to 30 per cent.

The total project budget is \$59 million provided through a funding partnership between the Provincial Government, the Federal Government and the Township of Langley.

Consultation is being undertaken by the Ministry of Transportation and Infrastructure (Ministry).

## Project Scope

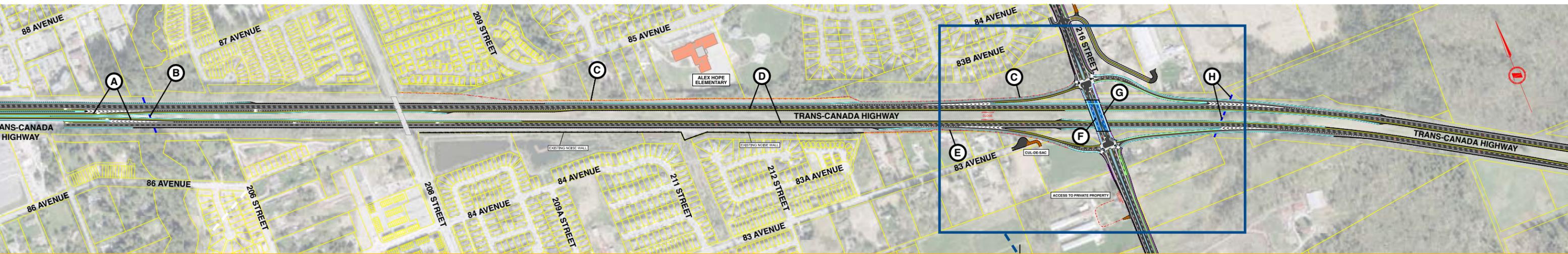
- Construct a new full movement, four-lane interchange at 216<sup>th</sup> Street with left turn lanes that provide access onto eastbound and westbound Highway 1
- Provide pedestrian and cycling access across the 216<sup>th</sup> Street Interchange overpass
- Build one additional general purpose lane both eastbound and westbound on Highway 1 between 202<sup>nd</sup> and 216<sup>th</sup> Street (Total 4.0 km)
- Complete extension of HOV ramps to and from 202<sup>nd</sup> Street

## Project Benefits

- Improve traffic flow and travel times on Highway 1 by increasing lane capacity and extending HOV lanes
- Improve safety, operation and reliability when entering and exiting Highway 1
- Relieve congestion at the 200<sup>th</sup> and 232<sup>nd</sup> Street Interchanges
- Provide greater connectivity between Langley communities north and south of Highway 1
- Reduce idling times and related air emissions
- Allow for greater mobility options with the addition of pedestrian and cycling improvements

## About B.C. on the Move

B.C. on the Move is a 10-year transportation plan that outlines critical investments and improvements throughout the province that will improve the daily lives of British Columbians. Almost \$2.5 billion over the next three years will be invested to grow the economy, improve safety, maintain and replace aging infrastructure and support trade for B.C.'s expanding resource sectors throughout Canada's Asia-Pacific Gateway. The 216<sup>th</sup> Street Interchange and Highway 1 Improvement Project delivers on the government's commitment to plan and deliver up to 20 new interchange improvement projects over the next 10 years on highways throughout the Lower Mainland.



## Key Features

- A** Complete extensions of HOV ramps to and from 202<sup>nd</sup> Street
- B** Environmental upgrade at Yorkson Creek
- C** New north side noise wall built in Ministry right-of-way
- D** New general purpose lane eastbound and westbound on Highway 1 between 202<sup>nd</sup> and 216<sup>th</sup> Street (Total 4.0 km)
- E** New south side noise wall built in Ministry right-of-way
- F** New full movement, four-lane interchange at 216<sup>th</sup> Street with left turn lanes that provide access onto eastbound and westbound Highway 1
- G** New pedestrian and cycling access across the 216<sup>th</sup> Street interchange overpass
- H** Environmental upgrade at Guy Creek

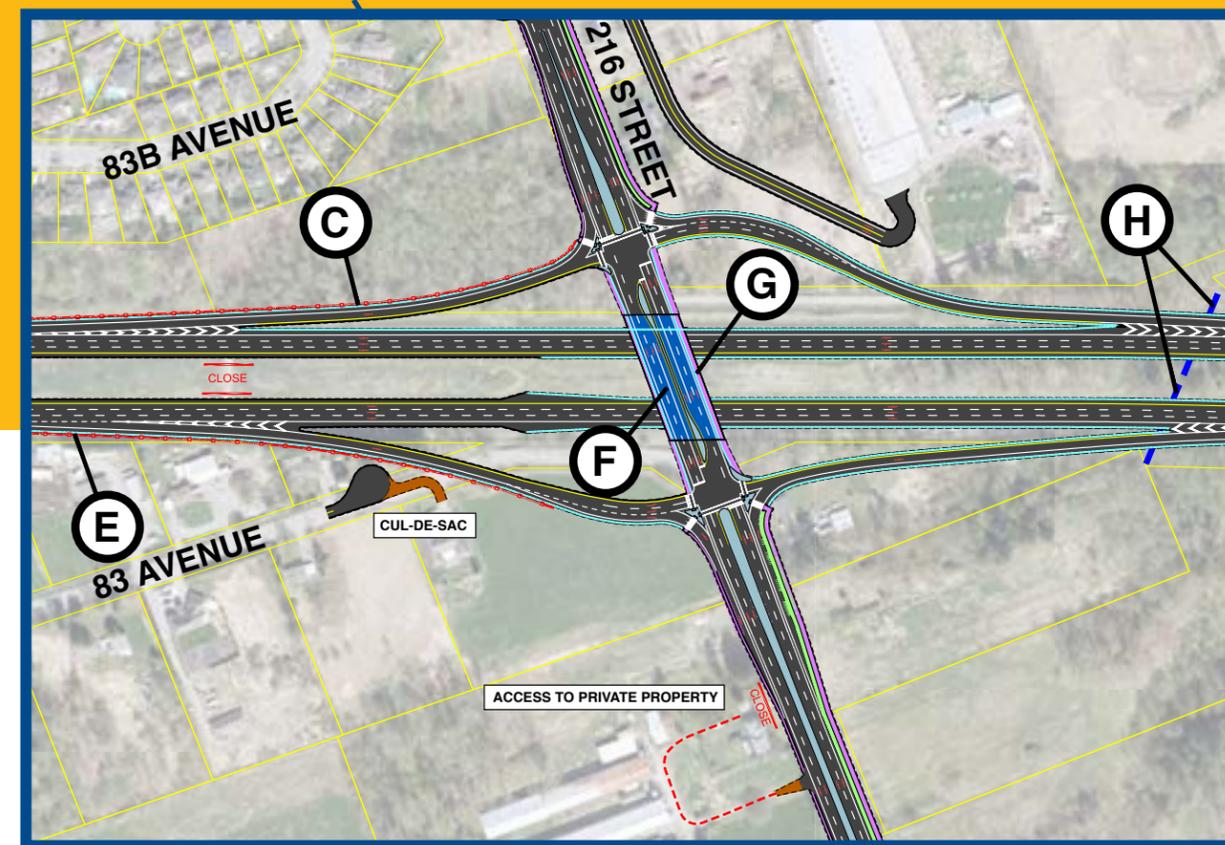
## Cycling and Pedestrian Improvements

- 1.8 m pedestrian sidewalk on west side of 216<sup>th</sup> Street Interchange.
- 1.8 m bike shoulder on west side of 216<sup>th</sup> Street Interchange.
- 3.0 m multi-use pathway (MUP) on east side of 216<sup>th</sup> Street Interchange. Separated from roadway to protect users. Shared by pedestrians and cyclists.
- Standard streetlamps and light reflective paint on lane markings ensure pathway visibility and safety.
- Provides safe and supportive access to the growing community of Walnut Grove, Willoughby and the regional pathway network.

## Construction Activities – What to Expect

A major priority of the project is to balance the needs of residents living adjacent to construction activities and motorists travelling on Highway 1. Every effort will be made to provide advance notice of construction activities and to minimize disruption to residents.

- Site preparations include preloading sand and gravel on site in advance of project construction. Utility work, installing drainage and soil stockpiling may also be required.
- New highway lanes will be built in the centre median between the existing westbound and eastbound lanes.
- Some temporary lane closures on Highway 1 will be required. For safety and operation purposes, highway lane closures occur at nighttime.
- Noisy work, such as pile driving (for ramps, overpass foundations, etc.), will be scheduled during daytime hours (7 a.m. – 7 p.m.) wherever possible, as outlined by the Ministry's guidelines to minimize the impact to the community.



## Protecting the Environment

An Environmental Assessment Certificate for the project area was completed in 2008 as part of the Port Mann/Highway 1 Improvement Project. The assessment identified areas along the project alignment and provided detailed measures to mitigate environmental impacts. The project complies with the *Table of Commitments and Assurances* within the Environmental Assessment Certificate.

The project includes proposed upgrades to two existing culverts that connect Yorkson Creek and Guy Creek under the highway. These upgrades are designed to improve fish and wildlife passage and conserve natural habitats. The environmental improvements selected for the final design will meet the requirements outlined by the Environmental Assessment Certificate.

Throughout construction, routine site inspections will be conducted to monitor potential impacts and ensure compliance of the measurements outlined in the Environmental Assessment Certificate.

# Noise Mitigation in Your Community

The locations for noise walls were determined by noise assessments conducted by the Ministry in 2014. Noise walls are constructed in the Ministry right-of-way, at a location where the wall would have the most benefit and adhere to the Ministry of Transportation and Infrastructure's Noise Policy. Some tree pruning along the right-of-way will be required for construction. Where necessary, temporary fencing will be set up to contain each property and to remind adjacent residents to keep children and pets a safe distance from the site throughout construction.

Two noise wall locations have been identified for this project. The Ministry seeks the community's input on noise wall designs under consideration. Both noise wall options are pre-approved systems. The community's feedback will play a part in selecting the appropriate design. See page 2 and 3 of this discussion guide for noise wall locations.

## Noise Wall Options

The Ministry is seeking feedback from adjacent residents on two proposed noise wall options. The two options are wood or concrete, both of which are effective in reducing noise. Please consider this information and provide your feedback on noise wall design on questions 8 and 9 of your feedback form.

## Consultation with Local Communities

In July 2015, the Ministry announced plans to move forward with this project and began its public consultation process last fall. Consultation provides current information about the project and offers an opportunity for the local community to comment on design features such as noise walls. The input gathered from the community is recorded and considered along with technical and financial information to help improve and complete the project design.

The Ministry has also been conducting individual consultations with key stakeholders including adjacent landowners, First Nations, community associations, business organizations, and environmental groups. These stakeholders have provided valuable feedback that will play an important role in the project planning.

## How To Provide Your Input:

Please complete and return a feedback form by **April 21, 2016** through one of the following ways:

**Online survey:** [engage.gov.bc.ca/highway1and216/](http://engage.gov.bc.ca/highway1and216/)

**Email:** [216interchange@gov.bc.ca](mailto:216interchange@gov.bc.ca)

**Fax:** 604-527-2265

**Mail:** #310 -1500 Woolridge St.  
Coquitlam, B.C.  
V3K 0B8

**For more information, visit:** [Govtogether.bc.ca](http://Govtogether.bc.ca)



## WOOD WALL

- Easy to construct
- Effective in reducing noise
- Durable and stable
- Maintain aesthetic of pre-existing noise wall on south side of Highway 1



## CONCRETE WALL

- Easy to construct
- Effective in reducing noise
- Low maintenance and long lasting



Ministry of  
Transportation  
and Infrastructure