# FACTSHEET

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Ministry of Transportation and Infrastructure

**George Massey Tunnel Replacement Project Overview**

The George Massey Tunnel Replacement Project includes construction of a new 10-lane (8 lanes plus 2 dedicated transit/HOV lanes) bridge, Highway 99 improvements between Bridgeport Road in Richmond and Highway 91 in Delta, and three new highway interchanges. Key project elements are described below.

**Environmental Enhancement and Restoration**

The project provides an opportunity to address past development effects and to avoid new effects by considering the environment as part of project planning. Key features that have been incorporated into the project design include:

- Restoring Green Slough to its original alignment.
- Bio-filtration ponds on either side of the bridge to collect and clean road water runoff.
- Improved regional air quality through reduced greenhouse gasses from idling vehicles.
- Improved local air quality by decommissioning the tunnel ventilation shafts.
- Restoring the bed of the Fraser River after tunnel removal.
- Noise walls installed at key locations along the highway.
- Net zero impact to Agricultural Land Reserve by minimizing land requirements for roadway and repatriating for agricultural use surplus lands created by developing more efficient interchanges.

**Commitment to World Class Transit**

Highway 99 is already a major transit route, with an average of one bus through the tunnel every three minutes during rush hour and more than 10,000 transit riders daily, the highest transit use of any Fraser River road crossing. Transit improvements as part of the project include:

- 50 kilometres of new dedicated transit lane in the median of the highway from Highway 91 in Delta to Bridgeport Road in Richmond.
- Transit stops, including pedestrian and cyclist access will be built into Steveston Highway and Highway 17A interchanges.
- Dedicated transit ramp from Highway 99 to Bridgeport Road to provide safe and reliable access for buses destined to Canada Line at Bridgeport Station.
- Space for future rapid transit on the new bridge.

**Improved Safety and Resilience:**

Highway 99 will be upgraded to modern engineering standards to increase safety for drivers and for communities along Highway 99. Improvements include:

- Longer merge lanes, wider travel lanes, improved sight lines and increased vertical clearances at overpasses.
- A new bridge built to modern seismic standards that will provide a lifeline connection across the Fraser River, replacing the seismically vulnerable tunnel.
- Upgraded seismic performance of Highway 99 overpass structures between Bridgeport Road and Highway 91 in Delta/Surrey; all of these structures, with the exception of the Cambie Road and Highway 91, Highway 17 overpasses, which are in good condition, will be replaced.
- Improved flood resilience in Richmond and Delta by enhancing existing dikes within the project limits.
- Bridge elevations that accommodate rising sea levels due to climate change.

**Improved Traffic Movement**

The project is more than a new bridge. It also includes improvements that will enhance traffic flow and safety, taking into consideration current and forecast future demand for travel based on local and regional population and employment growth plans. This includes:

- Replace Highway 99 interchanges at Westminster Highway, Steveston Highway and Highway 17A with high performance interchanges that minimize roadway footprint.
- Dedicated off ramp at River Road to Ladner.
- New roadway lanes between Highway 91 in Delta and Westminster Highway.
- The dedicated transit/HOV lanes and additional roadway lanes remove the need for counterflow operations.
- Careful planning to ensure that Highway 99 will continue to serve existing traffic volumes and patterns during construction, including maintaining counterflow operations during rush hour.

**Efficient Movement of Goods and Services**

Highway 99 is a major corridor for goods and services, with connections to the Canada-U.S. border, the Vancouver International Airport, Roberts Bank, Boundary Bay Airport, port facilities on both sides of the Fraser River, and commercial hubs in Delta, Richmond, Surrey and Vancouver. Truck traffic at the George Massey Tunnel is forecast to more than double in the next 30 years. Project features for these travellers include:

- Removing the bottleneck, which will eliminate over one million hours of vehicle idling each year.
- 200 lane-kilometres of new, improved and rehabilitated highway to relieve congestion.
- Improved connections across Highway 99 with replacement of existing overpasses and providing elevated highway in areas currently bisected by the tunnel such as River Road in Delta.
- Construction of 14 new overpass and ramp structures to improve the efficiency of Highway 99 and its feeder roads.

**By The Numbers:**

Due to its unique location, with flat land on both sides and a wide river crossing over a busy marine shipping channel, and the need to accommodate high traffic volumes, the new bridge

will be the longest cable-stay bridge in North America and one of the widest. At about three kilometres long, it will be 65% longer than the Port Mann Bridge, and 32% longer than the Alex Fraser.

The project is expected to create nearly 9,000 jobs and require:

- 40,000 trucks of concrete
- 80,000 tonnes of steel
- 66 kilometres of pile foundations
- 185,000 tonnes of asphalt
- 300,000 tonnes of gravel

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