



**PATTULLO BRIDGE  
REPLACEMENT**



transportation  
investment  
corporation

# Monthly Status Report

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**Reporting Period**  
**January 2023**

# 1. Introduction

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## 1.1 Project Overview

The Pattullo Bridge is a key connection between the communities of Surrey and New Westminster.

The new toll-free four-lane bridge will provide important improvements for everyone using the bridge, including people who are driving, cycling, or walking, as well as communities on either side of the bridge.

The new bridge will provide:

- A safer crossing for all bridge users with modern, wider lanes, separated by a centre median barrier
- Dedicated walking and cycling lanes, separated from traffic by a barrier on both sides of the bridge
- Better connections to, from and near the bridge

The new bridge is scheduled to open in 2024. The existing bridge will remain in use until the new bridge is open to traffic. Once the new bridge is open, the existing bridge will be removed.

Additional information and updates about the Project can be found on the Project's website <https://www.pattullobridgereplacement.ca>.

## 1.2 Project Delivery

Transportation Investment Corporation (TI Corp), a provincial Crown corporation, is delivering and overseeing this \$1.377 billion Project. The Project is being delivered under B.C.'s Community Benefits Agreement and the Project workforce is being provided by B.C. Infrastructure Benefits Inc.

The Fraser Crossing Project Corporation (Contractor) has been selected to design and build the new bridge. The Province will own and maintain the new bridge when complete.

The Project represents a significant investment in multi-modal transportation mobility improvements and supports provincial and regional strategies, environmental objectives, and the economic development of transportation services in the region.

## 1.3 Project Goals








Measure specific data to confirm the following Project goals and objectives are being met in accordance with the Project's **Performance Measurement Plan**:

1. Provide a **structurally sound bridge crossing** to maintain a critical local and regional connection;
2. **Improve safety for all users** with modern lane widths, road curvature, centre median barrier and separated pedestrian and cycling lanes; and
3. **Improve connectivity, reliability and modal choice** while supporting environmental objectives.

The Project represents a significant investment in multi-modal transportation mobility improvements and supports provincial and regional strategies, environmental objectives, and the economic development of transportation services in the region.

## 2. Project Update

### 2.1 Project Dashboard

		Objectives	Project Status	Comments
Project Delivery	Scope	Project delivered within the approved scope.		- The Project includes a new four-lane bridge, improved connections to, from and near the bridge and dedicated walking and cycling lanes and is on track to be delivered within the approved scope.
	Schedule	Project delivered within the approved schedule.		- Schedule related risks and issues are being monitored. The new bridge remains on track to open in 2024.
	Budget	Project delivered within the approved budget of \$1.377 billion.		- Project spending for the month of January 2023 was \$11.5 million. - Total Project spending to date is \$649.4 million; the Project is forecast to be delivered within budget.
	Safety	Ensure that Project work is performed safely and in compliance with all applicable safety regulations, and in accordance with government policy.		- The health and safety plan for the Project work is in place. The plan includes specific COVID-19 protocols. - Lost Time Injury Frequency Rate (LTIFR) for the Project is 0.7 The average Injury Rate for Bridge, Overpass, or Viaduct Construction or Repair from 2021 is 1.2 per <a href="#">WorkSafeBC</a> .
	Quality	Implement an effective Quality Management System.		- Continued monitoring the Structural Steel fabrication, including steel component testing.
	Environmental	Ensure our work is performed in an environmentally responsible manner.		- Continued discussions with the Contractor on environmental offsetting requirements for the Existing Bridge Demolition Fisheries Act Authorization (FAA). - On January 18, 2023, the Environmental Assessment Office (EAO) issued a Non-compliance Order, relating to the management of hydrocarbons for in-water work. - The Vancouver Fraser Port Authority (VFPA) issued a subsequent order. - Both orders required certain conditions to be met prior to work recommencing. The EAO and VFPA lifted their respective Orders for construction proceeding on January 24.
	Archaeology	Ensure the work is performed in a manner that meets the standards of the Heritage Conservation Act.		- Continued to progress the archaeological field program in collaboration with Indigenous groups.

		Objectives	Project Status	Comments
	<b>Design and Construction</b>	Provide design and technical oversight, coordinate and manage activities on site and conduct compliance reviews.	●	<ul style="list-style-type: none"> <li>- Work in-river on the Pier S1 tower and Pier N1 foundation continued.</li> <li>- Work on-land at Piers S2, S3, S4, S5, S6, S7, S8, N2, and N3 continued.</li> </ul>
	<b>Community Benefits</b>	Work collaboratively with BC Infrastructure Benefits Inc. (BCIB) to successfully implement the Community Benefits Agreement (CBA).	●	<ul style="list-style-type: none"> <li>- Ongoing coordination and collaboration with BCIB to implement the CBA and meet workforce requirements.</li> </ul>
<b>Partners/Stakeholders</b>	<b>Indigenous Groups</b>	Continue to build and maintain a positive collaborative working relationship.	●	<ul style="list-style-type: none"> <li>- Continued to engage with the Identified Indigenous Groups in relation to Project permitting and opportunities.</li> </ul>
	<b>Third Parties</b>	Continue to build and maintain positive relationships and secure agreements with Project partners and other third parties.	●	<ul style="list-style-type: none"> <li>- Continued handover/transfer agreement discussions regarding the existing bridge with TransLink.</li> <li>- Continued agreement discussions with TELUS and railway companies.</li> </ul>
	<b>Public and Stakeholder Engagement</b>	Continue to build and maintain positive relationships with the community and other stakeholders.	●	<ul style="list-style-type: none"> <li>- Continued engagement with local residents, stakeholders and the public.</li> </ul>

Status	Description
●	Managing critical issues, negotiating resolution; action required immediately
●	Managing some issues, negotiating resolution; action required in the near term
●	Stay the Course – no action required

### 3. Project Documents and Achievements to Date

Project Delivery	Project Planning and Development	<ul style="list-style-type: none"> <li>- Completion of three phases of public consultation (2013-2016)</li> <li>- Executed Design-Build-Finance Agreement (February 2020)</li> <li>- Project Overview Report (May 2020)</li> <li>- Project Report (July 2020)</li> </ul>
	Environmental	<ul style="list-style-type: none"> <li>- EAO Environmental Assessment Certificate (EAC) (April 2019)</li> <li>- Port and Environmental Review (PER) Permit (May 2019)</li> <li>- Canadian Navigable Waters Act Approval (November 2020)</li> <li>- Water Sustainability Act (WSA) Change Approval (November 2020)</li> <li>- Water Sustainability Act Short Term Use Approval (December 2020)</li> <li>- Fisheries Act Authorization (February 2021)</li> </ul>
	Community Benefits	<ul style="list-style-type: none"> <li>- Community Benefits Agreement (July 2018)</li> <li>- BCIB Health and Safety Program (May 2019)</li> <li>- BCIB-AIRCC Enabling Agreement Executed (May 2019)</li> <li>- BCIB-Contractor Agreement Executed (February 2020)</li> <li>- BCIB-Subcontractor Agreement Executed (February 2020)</li> </ul>
Partners/Stakeholders	Third Parties	<ul style="list-style-type: none"> <li>- CN Master Agreement (May 2019)</li> <li>- City of Surrey Municipal Agreement (September 2019)</li> <li>- City of New Westminster Municipal Agreement (September 2019)</li> <li>- Metro Vancouver Accommodation Agreement (December 2019)</li> <li>- Construction and land licenses acquired from Vancouver Fraser Port Authority (VFPA); VFPA demolition license finalized (December 2019)</li> <li>- CP Grade Separation Construction Agreement (January 2020)</li> <li>- Shaw Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>- Zayo Telecommunications Facilities Relocation Agreement (March 2020)</li> <li>- CP Overpass Crossing and Maintenance Agreement (December 2020)</li> <li>- TransLink Consent Agreement for in-river works (December 2020)</li> </ul>

### 4. Monthly Highlights and Three Month Lookahead

#### 4.1 Safety

Scope:	<ul style="list-style-type: none"> <li>- Establish Occupational Health and Safety (OH&amp;S) Project delivery objectives and performance measures.</li> <li>- Manage Project OH&amp;S activities.</li> <li>- Monitor relevant OH&amp;S performance metrics.</li> <li>- Ensure the Project complies with relevant WorkSafeBC regulations and government requirements.</li> </ul>
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<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- Continued to receive health and safety updates and incident reports from BCIB and the Contractor.</li> <li>- 20 incidents were documented in the health and safety log for the month. None of the incidents resulted in a Lost Time Injury. Lost Time Injury Frequency Rate for the Project is 0.7 which is below the 2021 WorkSafeBC average of 1.2 for <u>Bridge, Overpass, or Viaduct Construction or Repair</u>.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Update Safe Work Plans and Safe Job Procedures as required.</li> <li>- Continue to deliver training on the Job Hazard Assessment and Risk Mitigation Plan.</li> <li>- Conduct OH&amp;S audits as and when required.</li> </ul>

## 4.2 Quality

<b>Scope:</b>	<ul style="list-style-type: none"> <li>- Establish quality management Project objectives and performance measures.</li> <li>- Manage Project quality management activities.</li> <li>- Monitor relevant quality management performance metrics.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- Continued structural steel fabrication activities, including auditing and steel testing.</li> <li>- 21 new Non-Compliance Reports (NCR) were generated in the month. The established Project Quality Control programs continue to review testing results and identify any steel and structural component fabrication contractual non-compliances for remediation/resolution.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Continue steel fabrication quality monitoring, and surveillance auditing and initiate inspections as required.</li> <li>- Ongoing review of the contractor’s Inspection and Test Plans.</li> <li>- Ongoing review of quality-related submittals.</li> </ul>

## 4.3 Environmental

<b>Scope:</b>	<ul style="list-style-type: none"> <li>- Manage follow-up and compliance actions required under the Environmental Assessment Certificate (EAC) and the Port and Environmental Review (PER) permit.</li> <li>- Liaise with regulators on matters related to EAC and PER permit conditions and commitments made through the environmental assessment process.</li> <li>- Oversee outstanding environmental permits and associated environmental studies, monitoring, and compliance processes.</li> <li>- Support the Technical Heritage Committee and archaeology investigation program.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- Ongoing conversations between the Contractor, Province and environmental regulators on the Project’s environmental requirements.</li> <li>- Continued discussions with the Contractor on environmental offsetting requirements for the Existing Bridge Demolition FAA.</li> </ul>

	<ul style="list-style-type: none"> <li>- On January 18, 2023, the EAO issued a Non-compliance Order relating to the use of equipment, requiring certain conditions to be met prior to further work on or near water involving the use of equipment, including vehicles that use hydrocarbons continuing. The VFPA issued a subsequent Order which mirrored the conditions of the EAO Order. The EAO and VFPA lifted their respective Orders on January 24 as conditions were met and work resumed.</li> <li>- There were 117 environmental non-compliances reported by the Independent Environmental Monitor for the month of January. Two non-compliances were related to a reportable spill of hazardous substance to water, one non-compliance was related to a spill of hazardous substance to land, one non-compliance was related to an underwater noise exceedance, and one non-compliance was related to a turbidity exceedance. Most of the remaining 112 non-compliances were in relation to minor spills of hydrocarbons to land and non-compliances. All spills were cleaned up appropriately and no lasting environmental impacts occurred.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Continue to liaise with regulators on follow-up actions and commitments arising from the required Project permits and approvals.</li> <li>- Continue working with the Contractor and third-party experts to monitor underwater noise during in-river works.</li> <li>- Continue working with the Contractor and environmental regulators to ensure the Project's permitting requirements are met.</li> </ul>

#### 4.4 Archaeology

<b>Scope:</b>	<ul style="list-style-type: none"> <li>- Managing, directing, and undertaking all archaeological work, including Archaeology Impact Assessment (AIA), Systematic Data Recovery (SDR), and archaeological monitoring.</li> <li>- Support the Technical Heritage Committee (THC) and archaeology investigation program.</li> <li>- Responding to chance archaeological or heritage finds.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- Completed archaeological material screening at the Tannery Road work site.</li> <li>- Planning for the existing bridge demolition AIA, scheduled to start in summer 2023, is underway.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Continue archaeological monitoring and archaeological investigations as required.</li> <li>- Continue to liaise with regulators on follow-up actions and commitments from required Project permits and approvals.</li> <li>- Finalize preparations for the existing bridge demolition AIA.</li> </ul>

#### 4.5 Design and Construction

<b>Scope:</b>	<ul style="list-style-type: none"> <li>- Travel demand forecasting, traffic operations modelling, traffic data collection, and other related engineering services in support of the Project.</li> <li>- Review the final bridge design including roadways, associated structures, drainage, and utilities.</li> <li>- Compliance reviews during construction.</li> <li>- Provide oversight of Contractor on-site activities throughout the Project's lifecycle.</li> </ul>
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	<ul style="list-style-type: none"> <li>- Management of the Project’s schedule, scope, and progress.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- Received and reviewed multiple final design submissions, including East Columbia Street Exit Ramp superstructures, Royal Ave Underpass replacement, Main Bridge Access Concept - superstructure and piers.</li> <li>- As of the end of January, approximately 86% of the final design drawing packages have been received.</li> <li>- Continued work in-river on the Pier S1 tower and the Pier N1 foundation.</li> <li>- Continued work on-land at Piers S2, S3, S4, S5, S6, S7, S8, N2, and N3.</li> <li>- Continued daily site monitoring and reporting.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Complete monthly riverbed monitoring surveys.</li> <li>- Continue reviewing final Design packages.</li> <li>- Complete in-river piling.</li> <li>- Continue work at Pier locations in both Surrey and New Westminister, B.C.</li> </ul>

### 4.6 Indigenous Groups

<b>Scope:</b>	<ul style="list-style-type: none"> <li>- Consultation and engagement with the Identified Indigenous Groups (IIGs) as set out in the EAC.</li> <li>- Engagement with Indigenous groups on Project opportunities and benefits including Project agreements and contracting opportunities.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- One THC meeting was held in December with Indigenous groups.</li> <li>- 9 out of 10 Project agreements signed with IIGs to-date.</li> <li>- Art and artist selection for additional Indigenous Art and Cultural Recognition (IACR) opportunities continued as part of the Project’s ongoing consultative efforts.</li> <li>- Facilitated two Indigenous working group meetings, including an offsetting workshop.</li> <li>- Facilitated four archaeology working group meetings and two THC meetings.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Continue meetings with the THC.</li> <li>- Continue meetings with the Indigenous Marine Users Group.</li> <li>- Continue to facilitate meetings between Indigenous groups and the Project.</li> <li>- Progress IACR opportunities including finalizing the art and artist selection.</li> </ul>

### 4.7 Third Parties

<b>Scope:</b>	<ul style="list-style-type: none"> <li>- Engage with Municipalities (City of New Westminister and City of Surrey) for the Project implementation phase.</li> <li>- Municipal Agreements.</li> <li>- Railway Construction and Crossing Agreements.</li> <li>- Utility Agreements.</li> <li>- TransLink Agreement.</li> </ul>
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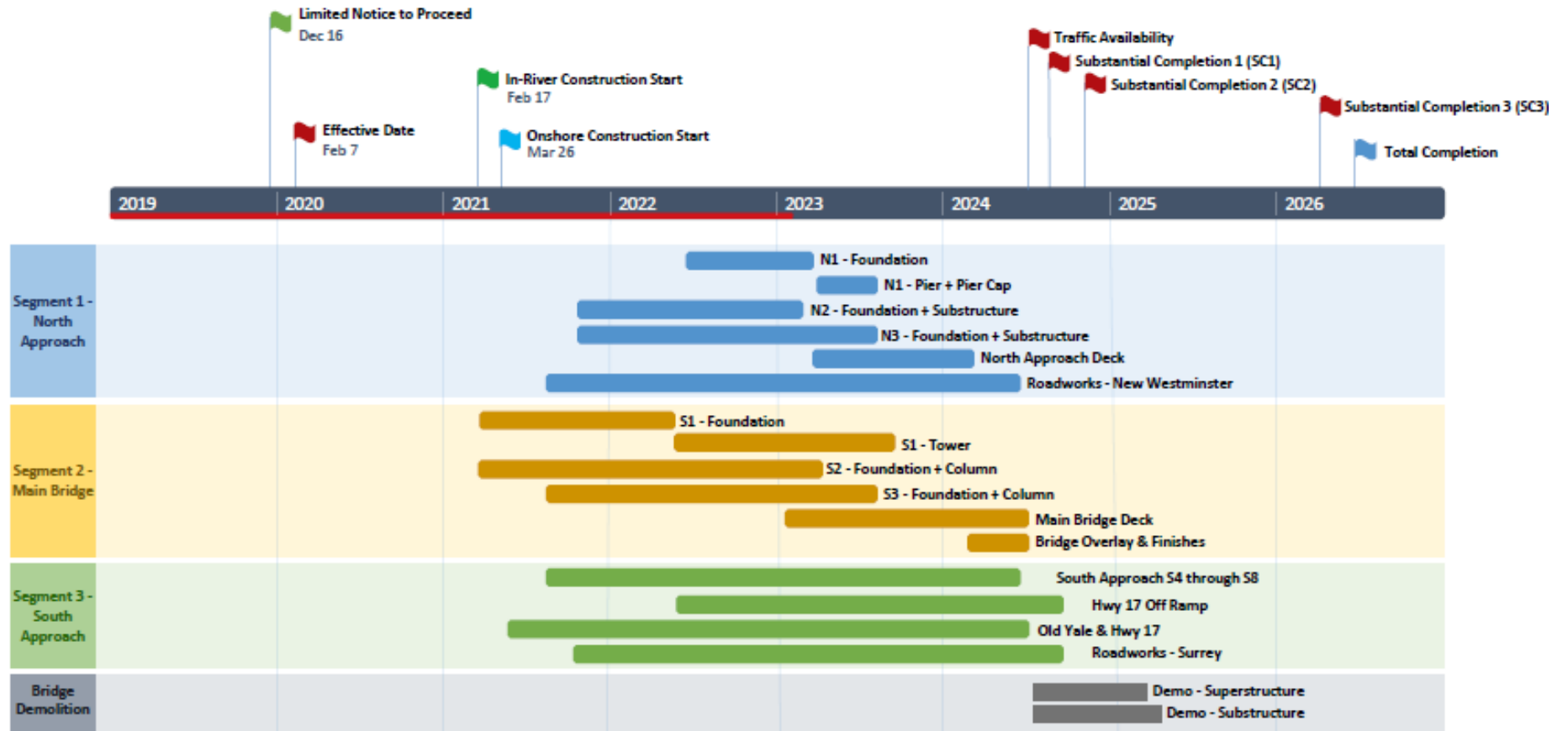
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- Continued meeting weekly with City of Surrey and City of New Westminster.</li> <li>- Coordinated comments from the municipalities back to the Contractor on specific aspects of the Project's design including those on urban integration, traffic management, utility design, roadway alignments, and roadway guide signs.</li> <li>- Continued agreement discussions with TELUS and railway companies.</li> <li>- Continued handover/transfer agreement discussions regarding the existing bridge with TransLink.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Continue to engage with municipalities on the Project's design.</li> <li>- Continue to work with railways, TELUS, and TransLink to finalize agreements.</li> <li>- Continue coordination with FortisBC regarding the Pattullo Gas Line Replacement.</li> </ul>

## 4.8 Public and Stakeholder Engagement

<b>Scope:</b>	<ul style="list-style-type: none"> <li>- Manage ongoing public and stakeholder communications and engagement.</li> </ul>
<b>Monthly Highlights:</b>	<ul style="list-style-type: none"> <li>- Continued to provide communication updates regarding Project work including notification distribution to residents, businesses, and stakeholders. Notifications are posted to the website, emailed to local resident and business associations, and also sent to the email subscription list.</li> <li>- Continued to provide Project updates on social media.</li> <li>- Met with a residents' association in New Westminster.</li> <li>- Responded to 30 public inquiries.</li> </ul>
<b>Three Month Lookahead:</b>	<ul style="list-style-type: none"> <li>- Ongoing engagement with the public, residents and key stakeholders in New Westminster and Surrey regarding upcoming construction activities and traffic pattern changes.</li> <li>- Ongoing management of Project communications, including incident response, enquiry response, Project information sheets and construction notices.</li> <li>- Continue regular meetings with resident associations and the Traffic Advisory Committee.</li> <li>- Continue to provide Project construction activity information via social media platforms.</li> <li>-</li> </ul>

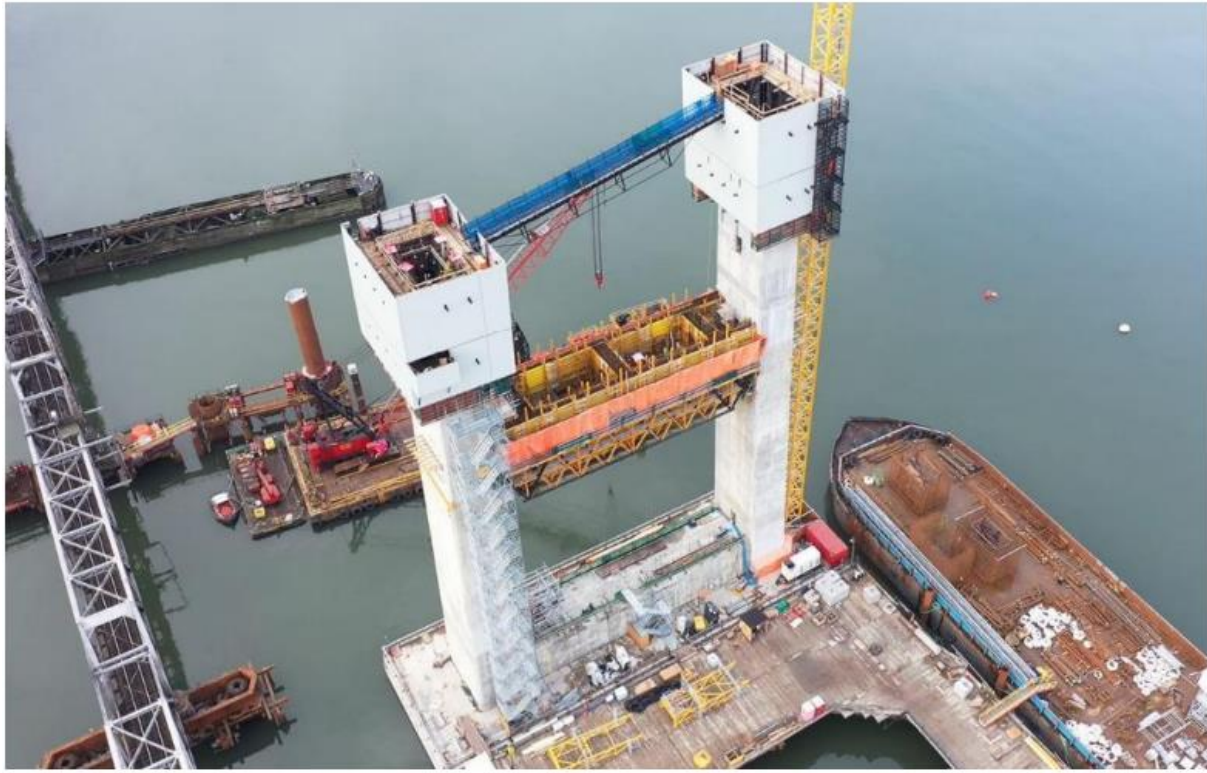
## 5. Schedule

The following schedule depicts deliverables, milestones and associated dates and timelines for the implementation phase of the Project, as well as anticipated construction timelines.



## 6. Project Photos

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**FIGURE 1 – AERIAL OF THE S1 TOWER AND CROSSBEAM CONSTRUCTION**



**FIGURE 2 – AERIAL OF THE S1 TOWER AND CROSSBEAM CONSTRUCTION, LOOKING NORTH**



**FIGURE 3 – AERIAL OF THE S1 TOWER AND CROSSBEAM CONSTRUCTION, LOOKING WEST**



**FIGURE 4 – AERIAL OF S8 PIER CAP AND SOUTH ABUTMENT CONSTRUCTION, LOOKING SOUTH**