

2002 Projects: What to expect in the coming year

The City of Vancouver is working on several major roadwork construction projects for in 2002. We are continually assessing our infrastructure and adding more projects to these top priorities:

East 1st Avenue—Clark Drive to Nootka Street

A 90-year-old sewer main will be replaced and connected to the buildings on East 1st Avenue. The street will be paved with our special Noise Attenuating Pavement (N.A.P.) between Clark Drive and Nootka Street. (For more information about N.A.P. see "New Ideas in Action" on page 2) This portion of E 1st Avenue will be closed for a few weeks. Affected residents and merchants will be notified as details become firm.

Clark Drive/Knight Street—E 10th Avenue to King Edward Avenue

Fifty-year-old water pipes and a 90-year-old sewer main will be replaced, selected curbs and sidewalks will be renewed before this stretch of road is paved.

Grandview Highway—Rupert Street to Boundary Road

Phase 3 of the Grandview Highway Corridor Renewal Project will be completed in 2002. Safety enhancements will include improving sight distances by lowering the crest of the hill at Skeena Street. This stretch of road will then be paved. Phases 1 and 2 were completed in 2001 and included sewer and water main installation, and paving from Lakewood Dr. to Rupert St.

W. Broadway—Oak Street to Cambie Street

Ninety-year-old sewer pipes and 70-year-old water pipes along with selected curbs and sidewalks will be replaced before street paving.

Oak Street—W 16th Avenue to W 33rd Avenue

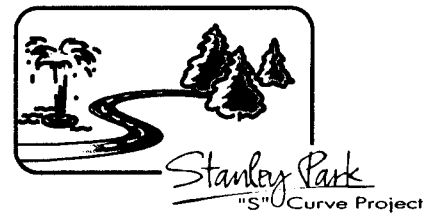
This renewal project will include the replacement of 40-year-old water pipes and 90-year-old sewer pipes, reconstruction of selected curbs and sidewalks, and street paving.

Howe Street—W Hastings Street to Pacific Boulevard

Seventy-five-year-old water pipes will be replaced, several curbs and sidewalks will be repaired and the street will be paved.

West Georgia Street—Nicola Street to Chilco Street

West Georgia Street will be widened in order to integrate the reconstructed Stanley Park "S" Curve (see article at right). The wider street will accommodate cycling lanes into Stanley Park. Drainage and the street surface will also be improved.



The City of Vancouver, in partnership with the Vancouver Board of Parks and Recreation, TransLink, I.C.B.C. and the Province of B.C., will improve the gateway between Vancouver and Stanley Park. This project involves reconstructing the western end of Georgia Street from Gilford Street to the beginning of the Stanley Park forest.

The opportunity to make these improvements was seized as soon as it was presented in 2000. Because this is the entrance to one of the world's most beautiful parks we wanted to ensure the very best design is constructed. As a result, we were unable to coordinate this work with the construction work occurring on the Lions Gate Bridge.

No road closures are anticipated; however, we appreciate your patience during construction. Work will begin in spring and should be complete before the end of 2002.

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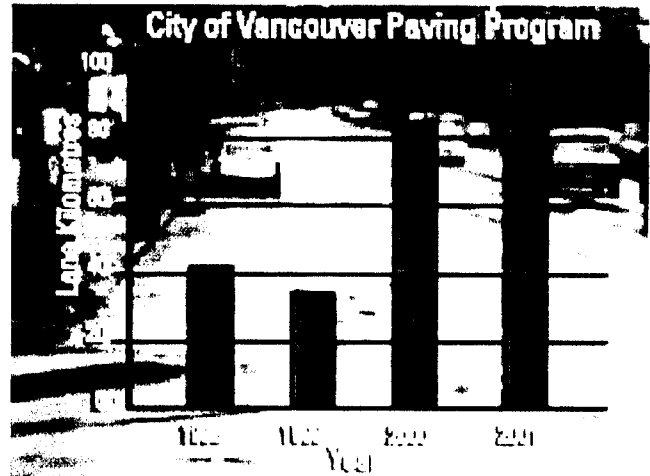
Engineering Has Banner Year!

2001 was an excellent year for the Engineering Department with over 20 kilometers of water pipe, 15 kilometers of sewer pipe, and more than 100 lane kilometers of asphalt installed. We're working hard to keep Vancouver one of the world's most livable cities!

City of Vancouver crews work hard year-round to make sure that our water mains, sewer mains, and roads are in good shape. In order to provide the best value to our taxpayers, most of the work on major routes has to take place in the drier spring and summer months. All major projects are coordinated to ensure that all maintenance and upgrades to City and private utilities are made before final paving is done. This means that, barring unforeseen circumstances, the following streets should require no further work for many years to come!

2001 Projects

- Denman Street–Beach to W Georgia
- Nelson Street–Burrard to Cambie Bridge
- Smithe St.–Burrard to Cambie Bridge
- Howe St.–W. Georgia to Robson
- Grandview Highway–Lakewood to Rupert
- Powell St./ Dundas St.–Campbell to Nanaimo
- Nanaimo Street–Broadway to Grandview Hwy.
- E 41st Avenue–Inverness to Fleming
- E 49th Avenue–Sophia to Fraser
- W 10th Avenue–Highbury to Discovery
- Kent Avenue–Cambie to Ash
- Clark Drive–Graveley to E 3rd
- Grandview (1st Avenue) Viaduct
- Victoria Drive–Venables to E 1st
- Fraser Street–Marine to Kent
- E 1st Avenue–Nanaimo to Boundary
- Marine Drive–Oak to Victoria
- E Boulevard–W 41st to W 42nd
- Broadway/Nootka Left Turn Bay



**We recognize that roadwork sometimes affects traffic flow
and we thank you for your ongoing patience.
Enjoy the smooth ride!**

The dramatic jump in productivity is due to additional funding from TransLink and a change of philosophy. A leading industry consultant confirms that this level of paving is required to keep Vancouver's streets in good shape through routine, preventative maintenance rather than by complete reconstruction once they have failed.

New Ideas In Action...

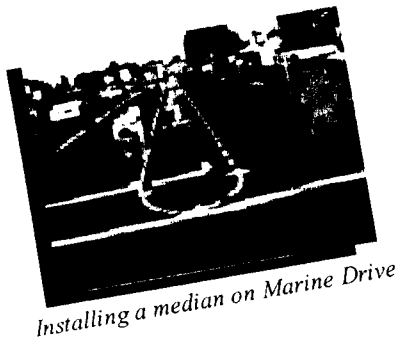
2001's construction program included some very ambitious and innovative projects.

On Denman Street we put our coordination skills to the test by renewing aging infrastructure from Beach Avenue to West Georgia Street. In just 3 1/2 months, we made way for BC Hydro and Shaw Cable works; reconstructed sewer and water pipes, electrical conduits, sidewalks, curbs; and paved the entire width and length of the street.

At more than 26 km, the renewal of Marine Dr. from Oak St. to Victoria Dr. is the longest single stretch of road the city has paved in one construction season.

After considerable public consultation the City of Vancouver has installed a special, experimental "quieter" asphalt on East 1st Ave. The new Noise Attenuating Pavement (N.A.P.) uses a larger sized aggregate that creates bigger gaps in the road surface. These gaps help to disperse the air trapped between the road surface and the tire more efficiently than regular pavement, thus reducing road noise.

The City of Vancouver is proud of these accomplishments and innovations. If you have ideas for innovative improvements, contact us at 604-873-ROAD



Installing a median on Marine Drive

Paving the Way

How do we decide which streets to pave? At first glance the answer may seem easy—pave the worst first, right? It's tempting, but in order to provide taxpayers with the best value for their dollar, the City of Vancouver has adopted a pavement management philosophy that focuses on maintenance rather than reconstruction.

A road's life span is based on the condition of the pavement and the road bed. If we can provide

adequate maintenance to the road surface (pavement), we can extend the life of the road bed.

Because it is far more expensive to rebuild the road surface and road bed we can deliver more for your money if we focus on preventative maintenance.

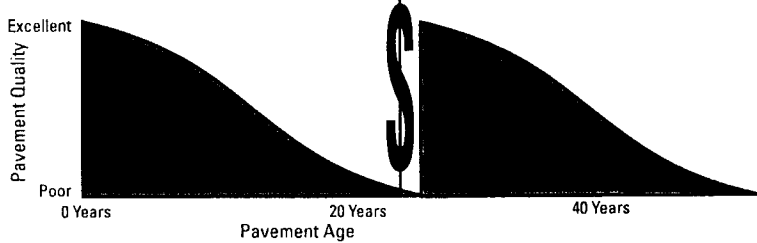
The charts below illustrate the costs involved. If a road is repaved at seven years and at 14, years its overall condition will remain excellent for more

than 20 years. If we do nothing until the road is in poor shape at 20 years, the condition of the road over that time would not be as good. Additionally, the road would need to be entirely rebuilt at a much greater cost.

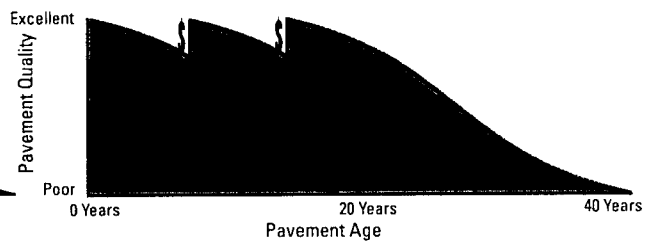
Vancouver has millions of dollars invested in its roadways. Engineering Services is working hard to protect that investment.

Pavement Rehabilitation Options

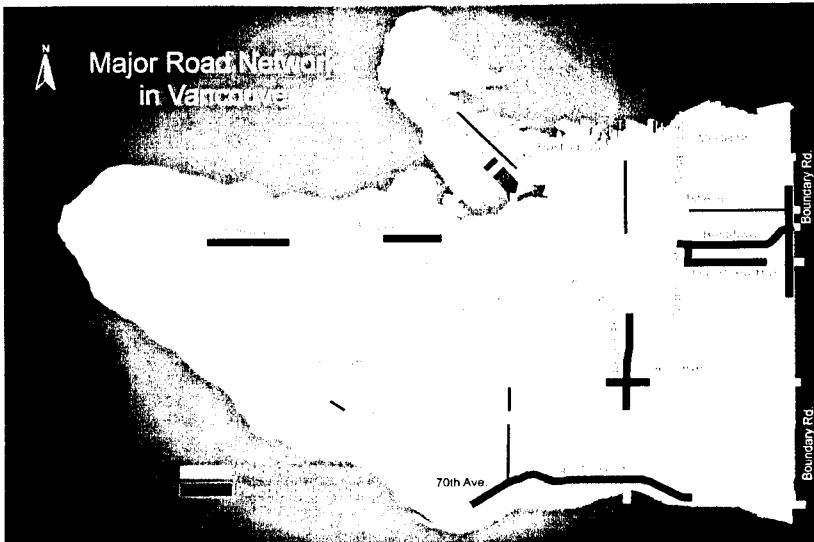
Reconstruction



Routine Maintenance



Major Road Network—What Is It & Who Pays?



The GVRD's Major Road Network (MRN) is made up of a number of routes that connect municipalities throughout the region. Many of Vancouver's arterial streets are part of the Major Road Network.

TransLink funds the maintenance and rehabilitation of these routes, while each municipality administers the construction and daily operation of them.

In Vancouver, improvements to these routes are made possible because of the funding received from TransLink.



Major Road Network maintenance is paid for by TransLink but administered by the individual municipalities.



City of Vancouver

Safety First!

City of Vancouver public works crews are skilled, dedicated professionals. They work in all kinds of weather conditions, from the hottest days in the summer to the coldest, wettest days in the winter. Often they are working underground or with heavy equipment. There may be times when you as a driver, cyclist, or pedestrian, are asked to use an alternate route, or stop and wait until it is safe to proceed. Please, for safety's sake, obey the signs and traffic controllers.



City crew paving East 1st Ave.

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The highlights of the project include:

1. Straightening the "S" curve from Gilford Street to Lost Lagoon overpass and making the lanes wider
2. Separating Stanley Park traffic from traffic bound for the bridge with a raised median to prevent some inconsiderate private vehicles from queue jumping
3. Flattening the Seawall path approaching the Chilco Street underpass and creating a wider, more open space in the underpass for pedestrians, cyclists, and in-line skaters
4. Reducing shortcutting through the West End by closing Chilco Street at West Georgia Street and eliminating right turns from W Georgia onto Gilford Street
5. Increasing the overhead clearance of the Lost Lagoon overpass for buses and improving sight lines at Lost Lagoon Road and Pipeline Road
6. Relocating the Chilco Bus Loop to the Stanley Park Children's Farmyard parking lot area, bringing transit further into the park to better serve you
7. Creating new park space at the site of the old Chilco Bus Loop
8. Realigning and improving the entrance roads to Stanley Park

For more information, check out the link from our web site at: www.roadahead.ca, or contact Forrest Klotzbach at 604-871-7118.

The Road Ahead—Keeping You Informed

The Road Ahead is the Engineering Department's very successful program designed to keep you up to date on roadwork in the city.

You've probably seen our signs at major project sites, received a letter informing you about upcoming roadwork in your neighbourhood, or called the Roadwork Info Line at 604-873-7070.



areas. Soon you'll be able to see for yourself what traffic is like without having to go out the door!

Our e-mail subscription service provides a weekly bulletin about roadwork

and road closures for the upcoming week. For commuters, transportation industry professionals or anyone who's on the road a lot, this service will help you avoid traffic delays. Sign up today!

The Road Ahead— we're working hard to keep you informed.

Perhaps you are one of the 15,000 people who have visited our Web site at www.roadahead.ca since May 2001. Updated daily, [roadahead.ca](http://www.roadahead.ca) is Vancouver's most reliable source for information about roadwork, possible traffic delays, and road closures. Improvements for 2002 include Web cameras placed at high volume traffic

