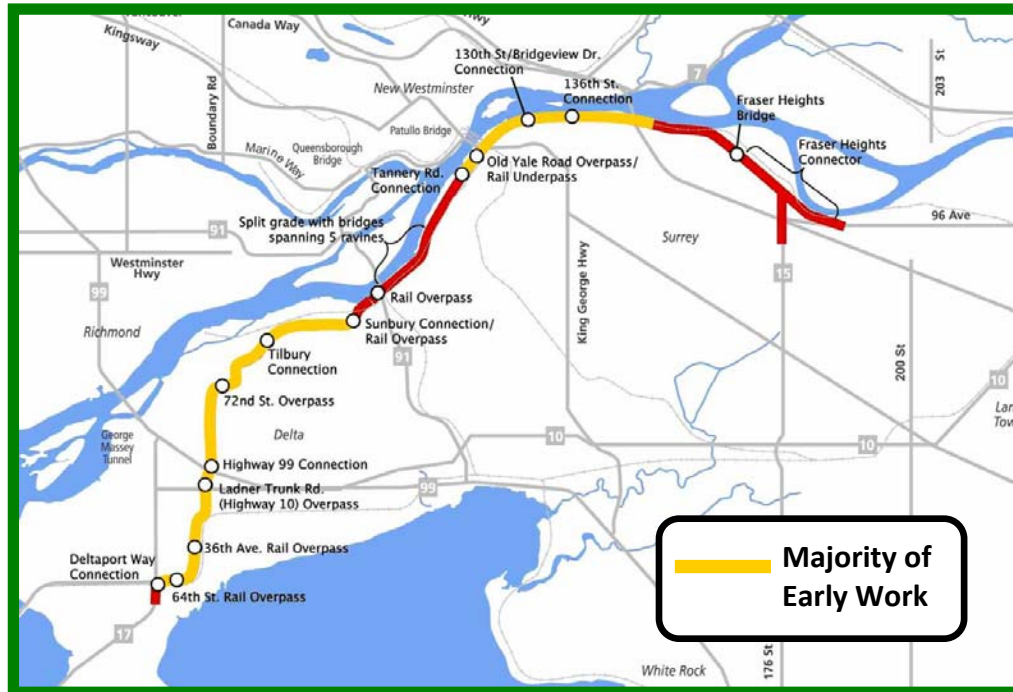


SOUTH FRASER PERIMETER ROAD TRAFFIC MANAGEMENT CONSULTATION MAY 2008

ABOUT THE PROJECT

Metro Vancouver's population grew by 750,000 in the past 20 years, and is anticipated to grow to over 3 million by 2021. The area south of the Fraser River especially will see significant growth in population, goods movement, business and jobs.

The 40-km South Fraser Perimeter Road (SFPR) will reduce east-west travel times, particularly for commercial trucks, between the new Golden Ears Bridge and Deltaport. This continuous highway along the south side of the Fraser River will also benefit neighbourhoods by taking heavy trucks off local roads.



CONSTRUCTION

This map shows the general road alignment in yellow and red. The majority of early work will be performed in the yellow sections.

Early work starts this summer, following environmental certification, and includes site preparations, such as utilities relocation, drainage work and *preloading*.

In preloading, sand and gravel is applied in stages to the eventual base or 'footprint' of the new road. As the first layer of materials settles, a top layer is applied. In some areas, multiple stages of preload could be required over a settlement period of up to two years, before road construction can begin.

The remaining road construction is scheduled to follow early work in 2009 and finish with final paving and landscaping in 2012.

Above: SFPR – the majority of early work will occur in yellow sections

PURPOSE OF THIS DISCUSSION

We have developed a draft construction schedule based on technical requirements and current vehicle volumes on or near the SFPR corridor. Now we want to hear from the key transportation stakeholders who use the roads in this area every day. The project team will consider your feedback along with technical and financial inputs in determining the SFPR project's *rules of the road* during construction.

All written input will be collected, tabulated and prepared in a feedback summary report. We will post results to the project website and let you know when it's ready to read.

ABOUT TRAFFIC MANAGEMENT

The Ministry of Transportation works with the road building industry, national and international agencies and municipalities to develop comprehensive traffic management and traffic control practices.

Road construction can be complicated, and to keep traffic moving at the same time requires careful planning and engineering behind the scenes, as well as highly-qualified traffic control personnel on the ground.

Travellers occasionally encounter construction speed zones and delays, traffic stopped in one direction (*single-lane alternating traffic*), or when necessary, traffic stopped in both directions. Before construction begins, an integrated team of engineers, construction managers and regulatory experts develop detailed plans to manage traffic so that the work gets done, people and goods keep moving, and everyone stays safe.

TRAFFIC MANAGEMENT DURING SFPR CONSTRUCTION

During construction a key goal of the SFPR project will be to **minimize traffic disruption and maximize predictability**.

Because SFPR is a new road, lane closures and traffic delays will be kept to a minimum, compared to upgrading an existing road. We plan to coordinate construction by performing potentially disruptive work during low-traffic periods. This brings us back to the reason we are here. We need to learn about your organization's travel habits in order to make the best traffic management decisions.

Please review the materials, and complete the feedback form on behalf of your stakeholder organization. Thank you.