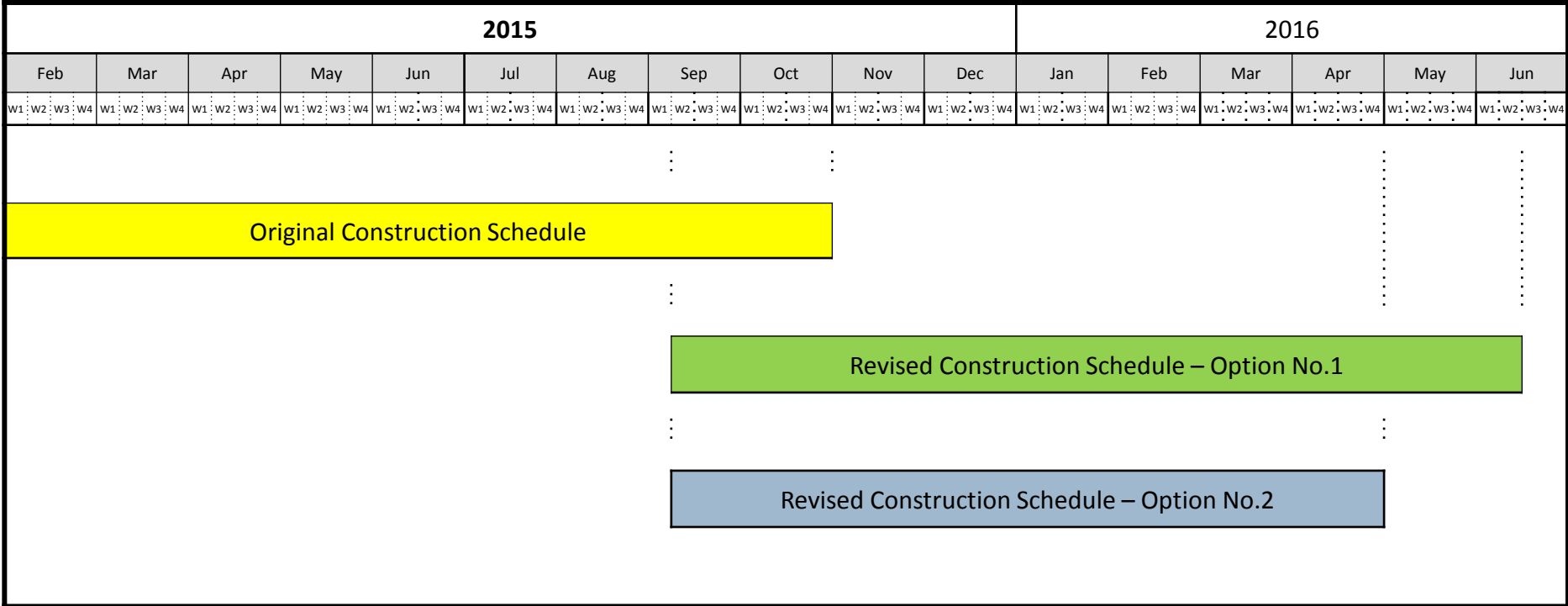
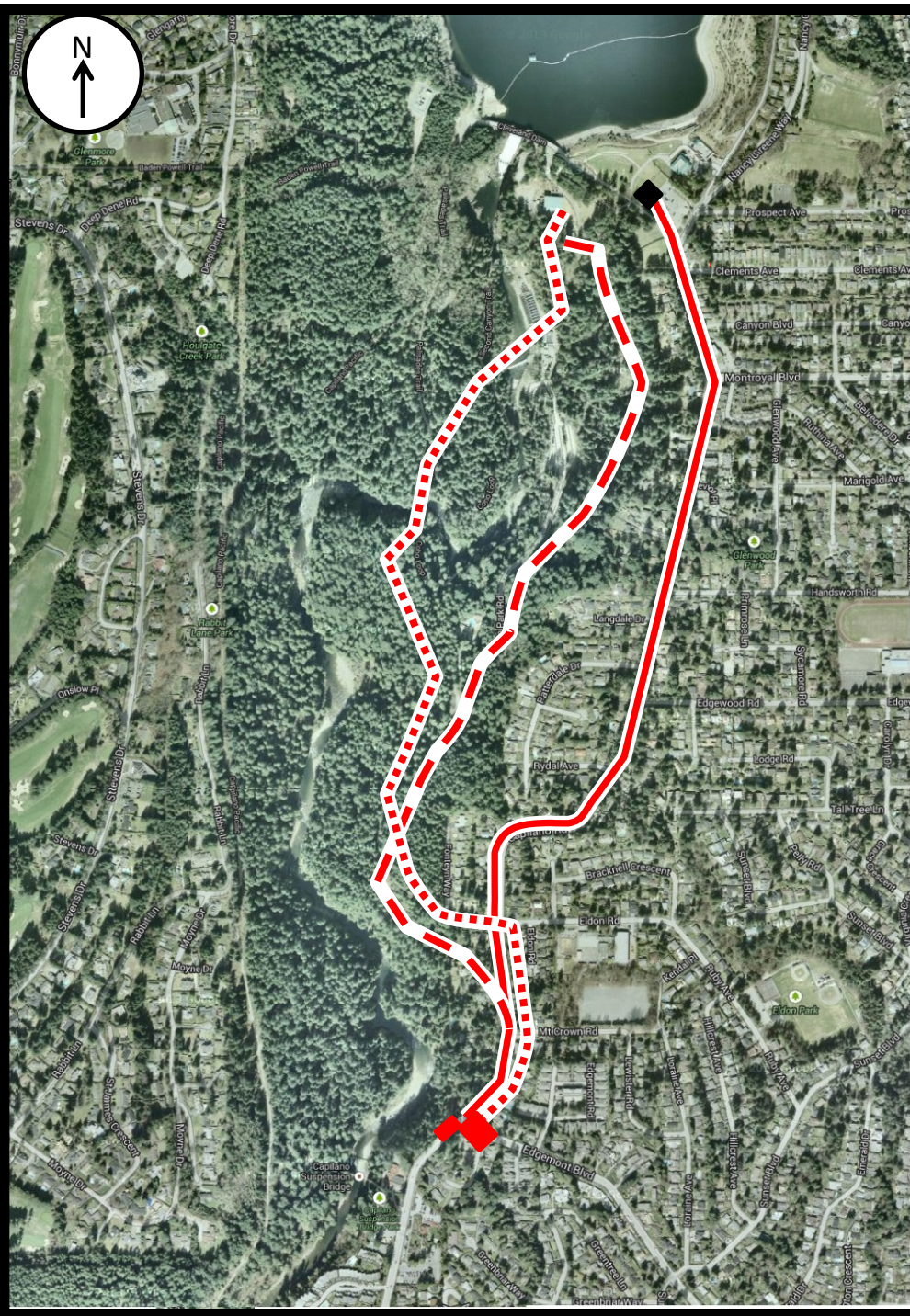


Capilano Main No.9 (Phase 2)

- 1. Revised Schedule
- 2. Construction Options & Scheduling
- 3. Traffic Management Issues
- 4. Public Involvement

Revised Schedule





Capilano Mains #9, #4 & #5

Capilano Main No.9



Capilano Main No. 4



Capilano Main No. 5



Construction Options

Option No.1 – Single Pipelaying Crew

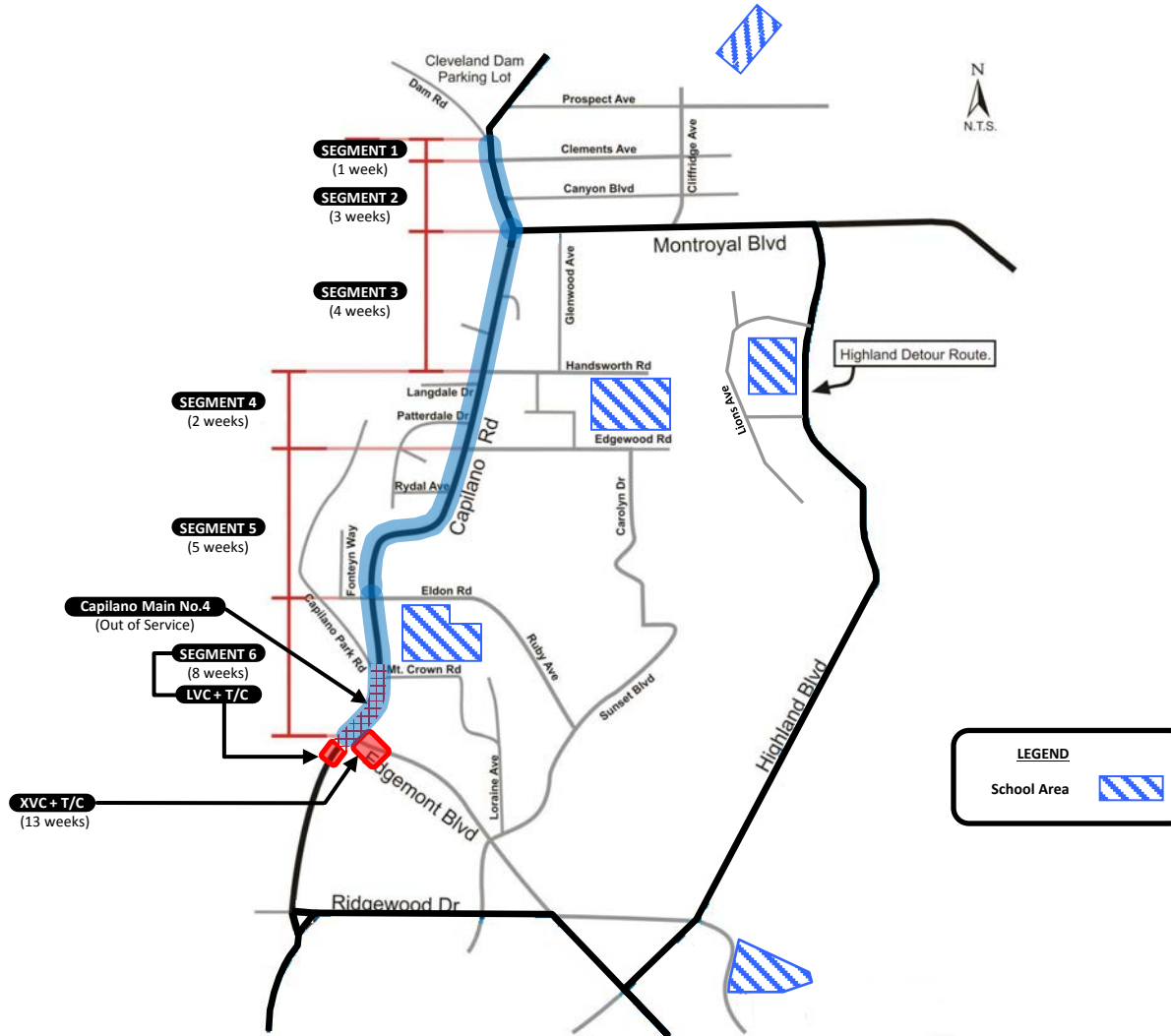
- ❑ Operationally and Logistically Constructible
- ❑ Minimal System Risk
- ❑ Based on Stakeholder Input
- ❑ Compatible with Traffic Management Strategy
- ❑ Based on 6-Day Work Week (Mon – Sat)
- ❑ Low local traffic impacts

Option No.2 – Dual Pipelaying Crews

- ❑ Operationally and Logistically Constructible
- ❑ Minimal System Risk
- ❑ Based on Stakeholder and Committee Input
- ❑ Requires adjustments to the Traffic Management Strategy
- ❑ Based on 6-Day Work Week (Mon – Sat)
- ❑ High local traffic impacts



Option No.1 – Construction Segments



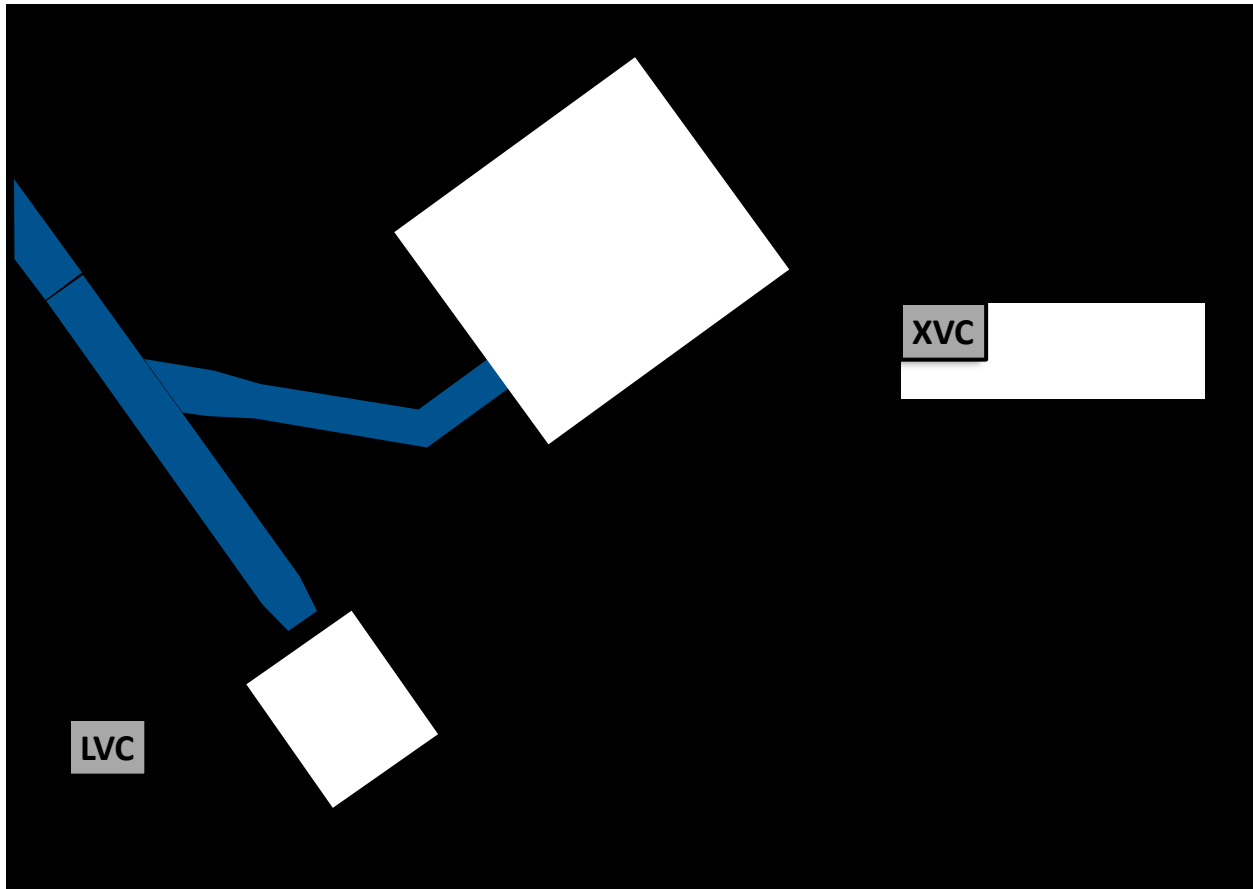
Option No.1 – Construction Schedule

		2015												2016																							
		Sep		Oct			Nov			Dec			Jan			Feb			Mar			Apr			May			Jun									
		15	22	6	13	20	27	3	10	17	24	1	8	15	22	5	12	17	24	2	9	16	23	2	9	16	23	6	13	20	27	4	11	18	25	1	8
Single Pipelaying Crew		S1	S2	S3			S4	S5			S6						XVC						T/C														
											LVC			T/C	Restoration																						

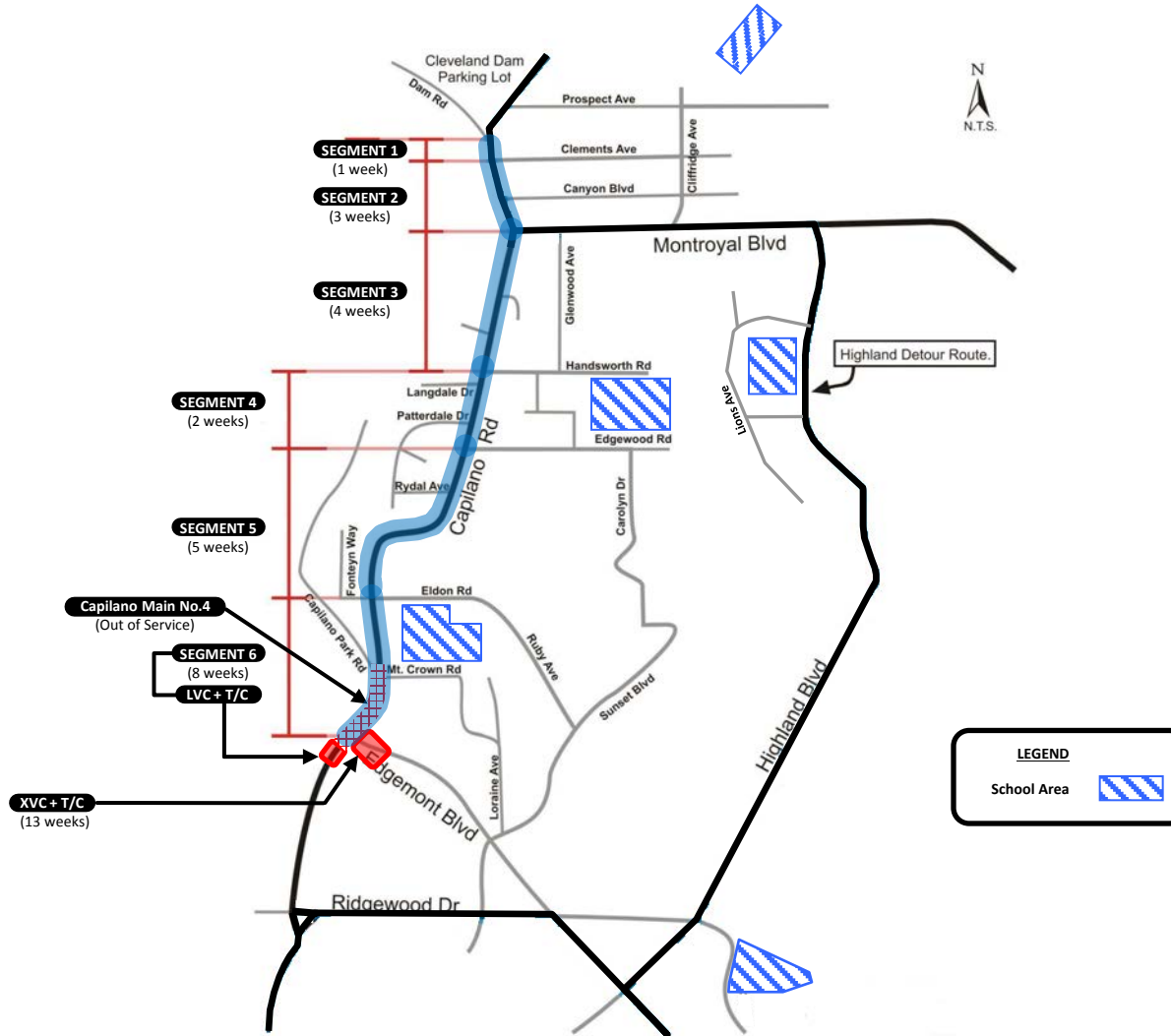
Note: XVC, Restoration and T/C may be postponed until Oct 2016 owing to typical high demands on the system during the Summer months.

Legend
S# - Segment No.
LVC - Line Valve Chamber (Capilano at Edgemont)
XVC - X-Over Valve Chamber (Edgemont at Capilano)
T/C - Tie-ins and Commissioning

Line Valve Chamber – Tie-in



Option No.2 – Construction Segments



Option No.2 – Construction Schedule

	2015												2016																						
	Sep		Oct			Nov			Dec			Jan			Feb			Mar			Apr			May			Jun								
	15	22	6	13	20	27	3	10	17	24	1	8	15	22	5	12	17	24	2	9	16	23	2	9	16	23	6	13	20	27	4	11	18	25	1
Dual Pipelaying Crews	S1	S2		S3			S4		S6						XVC						T/C														
				S5			LVC			T/C		Restoration																							

- Pipelaying schedule reduced by 6 weeks
- Overall construction schedule reduced by 6 weeks

Legend

- S#** - Segment No.
- LVC** - Line Valve Chamber (Capilano at Edgemont)
- XVC** - X-Over Valve Chamber (Edgemont at Capilano)
- T/C** - Tie-ins and Commissioning



Traffic Management Concerns

1. Parking on Highland and Montroyal

- ❑ Removing parking has a negative impact
 - Increases vehicle speed.
 - Decreases safety for pedestrians and cyclists.
- ❑ Removing parking may slightly increase road capacity as a result from increased vehicle speed.
- ❑ Currently reviewing estimated traffic volumes along Highland Blvd. based on Westview exit and local detour routes.



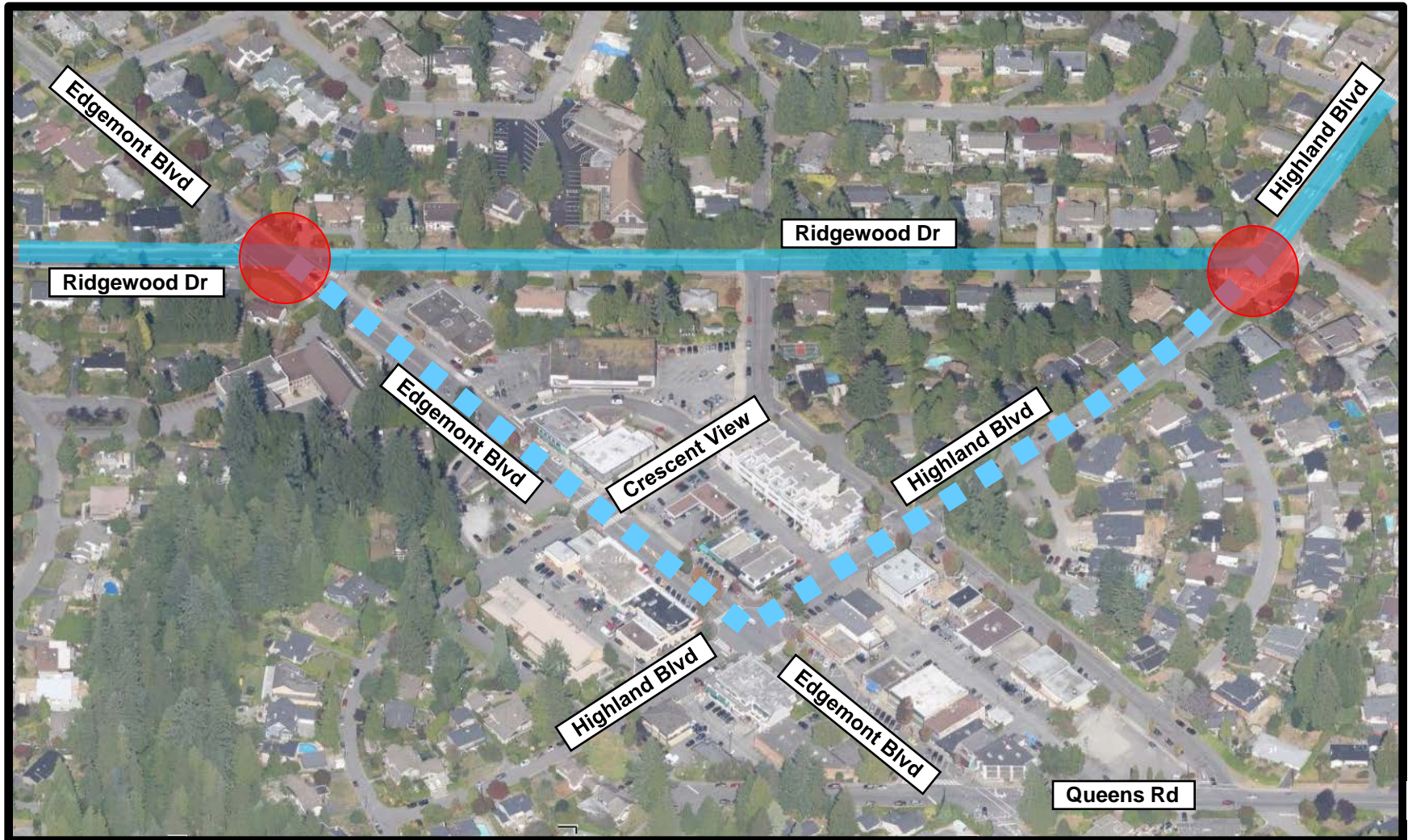
Traffic Management Concerns

2. Round-About Analysis

- ❑ Roadways are too narrow for a round-about properly designed to standards necessary to maintain traffic safety.
- ❑ Corners are too sharp for a round-about properly designed to standards necessary to maintain traffic safety.
- ❑ Round-abouts designed to standards would require the acquisition of adjacent property.
- ❑ DNV to confirm if a round-about not conforming to standards is acceptable as per their guidelines.



Traffic Management Concerns



Traffic Management Concerns

3. Canyon Heights Elementary Drop-off & Pick-up

- ❑ The use of Lions Ave. has limited parking area that will cause increased congestion.
 - Increased parking time with greater access distance to school with parents walking their younger children from their vehicles.
 - Insufficient space to perform drop-off and pick-up operations (ie. no sidewalk).
 - Increase in adjacent area resident frustration.
- ❑ Highland Blvd. with additional safety measures remains the best option for drop-off and pick-up of students.

4. Highland / Montroyal 3-Way Stop

- ❑ Intersection has acceptable levels of service during construction.
- ❑ Traffic counts do not warrant a signalized intersection.
- ❑ DNV traffic guidelines do not warrant a signal.



Traffic Management Concerns

5. Montroyal / Capilano Temporary Signals

- ❑ Construction traffic volumes do not warrant a signal.
- ❑ Through traffic movement during construction at this intersection is west to north and south to east.
- ❑ Local only controlled traffic access south of this intersection.
- ❑ Signals would impede roadway operation during construction.

6. Coast Mountain Bus Company

- ❑ Options are currently under review.



Traffic Management Concerns

7. Utility Companies Along Capilano Rd.

- ❑ List of companies with utilities in Capilano Rd has been organized.
- ❑ Currently in the process of contacting companies to make them aware of the pending construction along Capilano Rd.

8. HWY #1 Construction Route Signage

- ❑ Ministry of Transportation (MOT) has confirmed that construction route signage can be erected on their roadways.
- ❑ MOT needs to review and approve signage and locations.



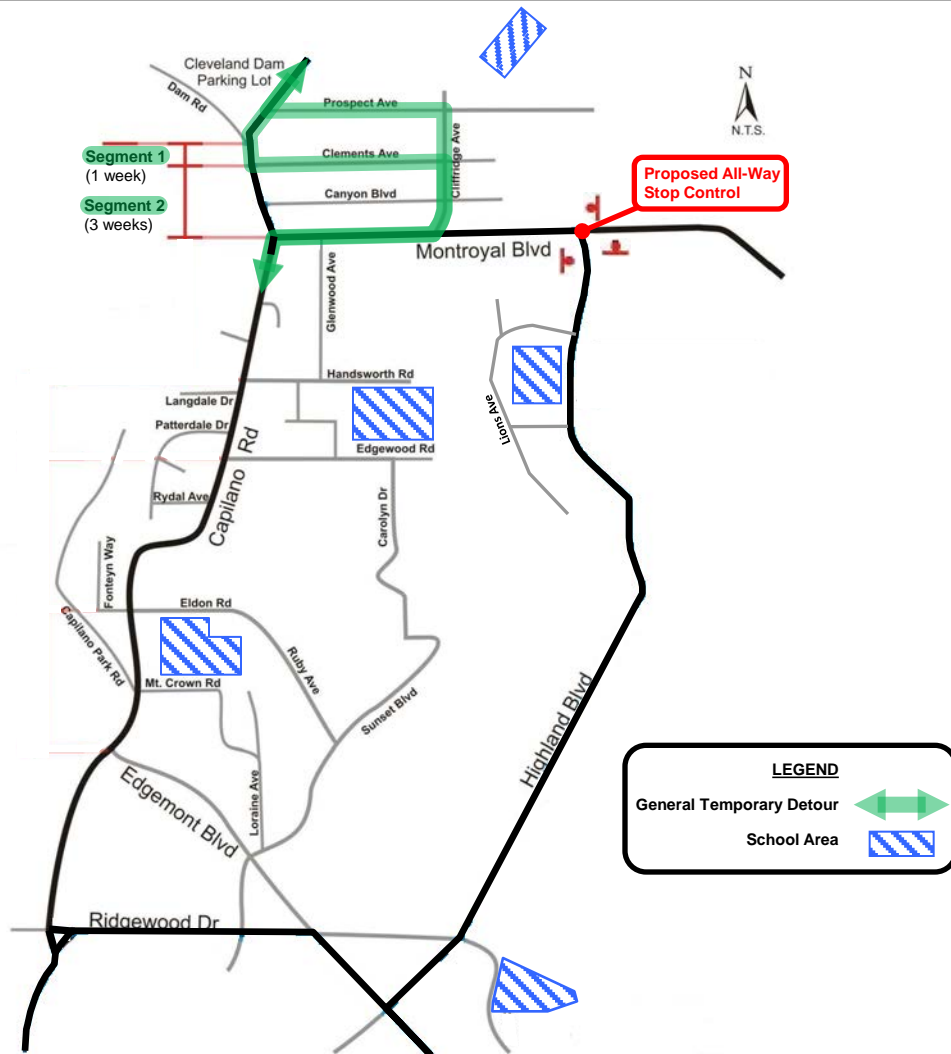
Next Steps

Project Schedule and Public Process

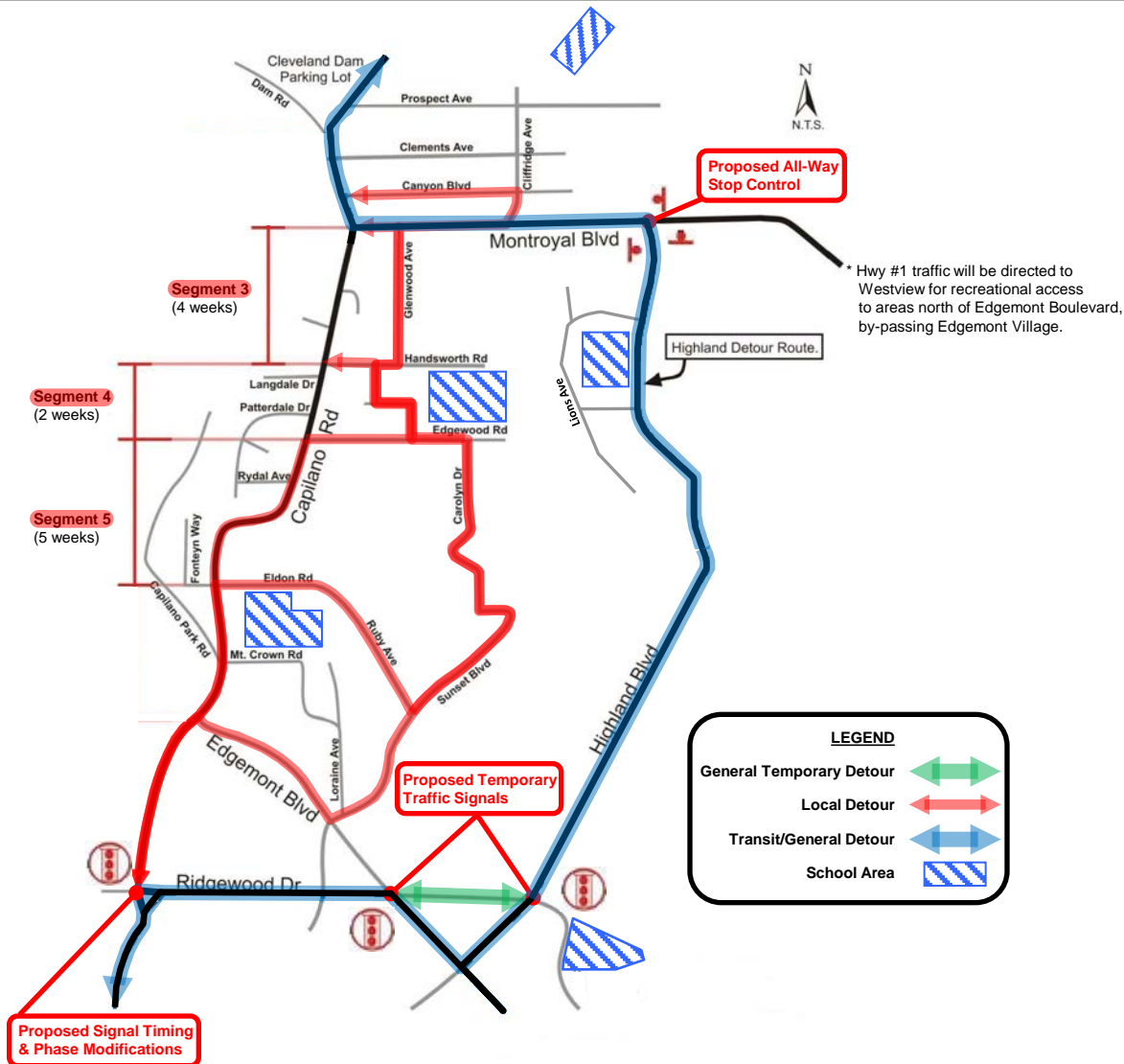
2014 - 2016	CMAC - Ongoing meetings for updates and input
2014 - 2016	DNV - Ongoing meetings with staff and Mayor and Council as required
2014 - 2016	Public communications - Ongoing
Spring 2015	Public Meeting
Fall 2015	Public Meeting
Fall 2015 – Spring 2016	Construction



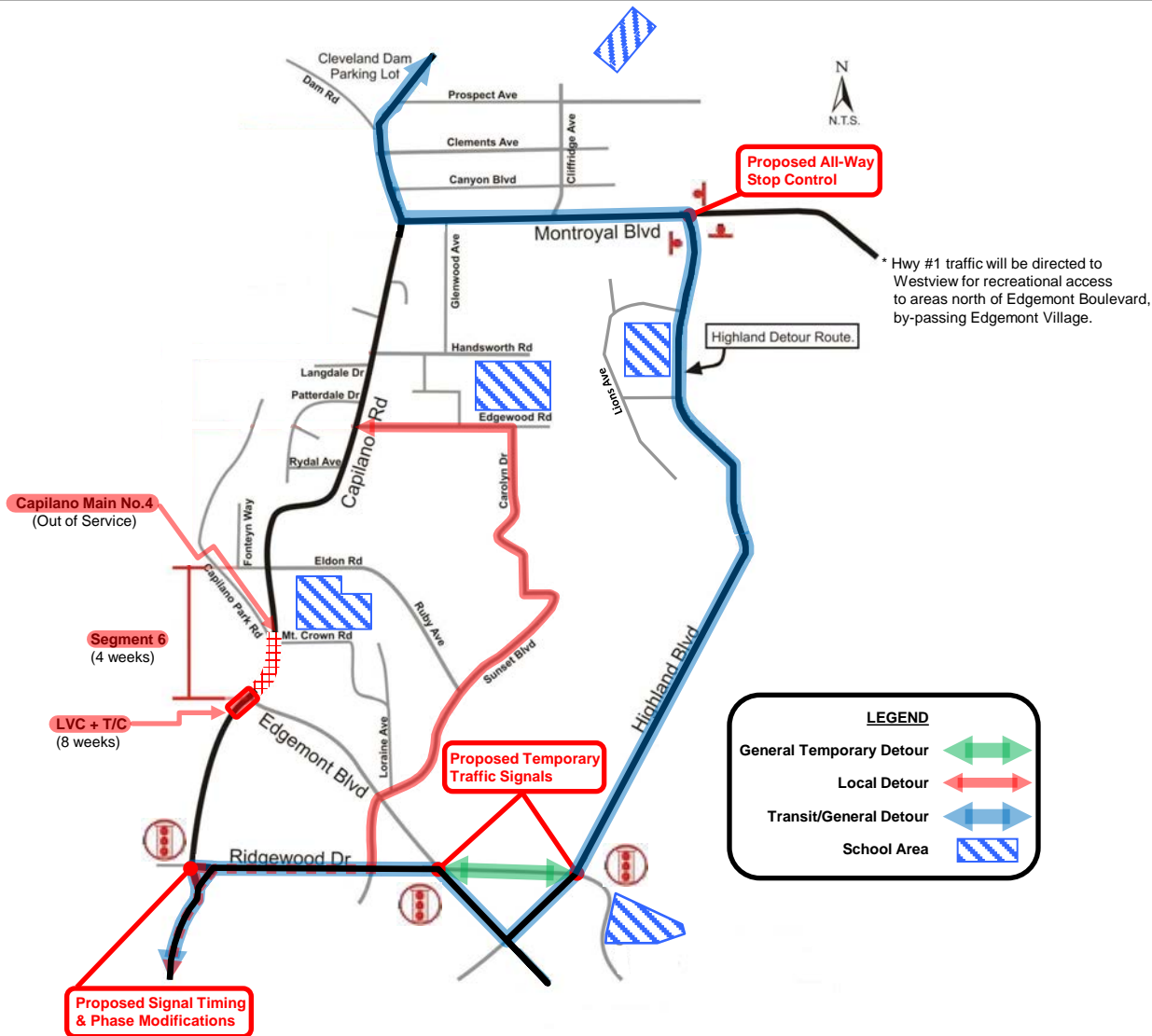
Option No.1 – Construction Detour Routing



Option No.1 – Construction Detour Routing



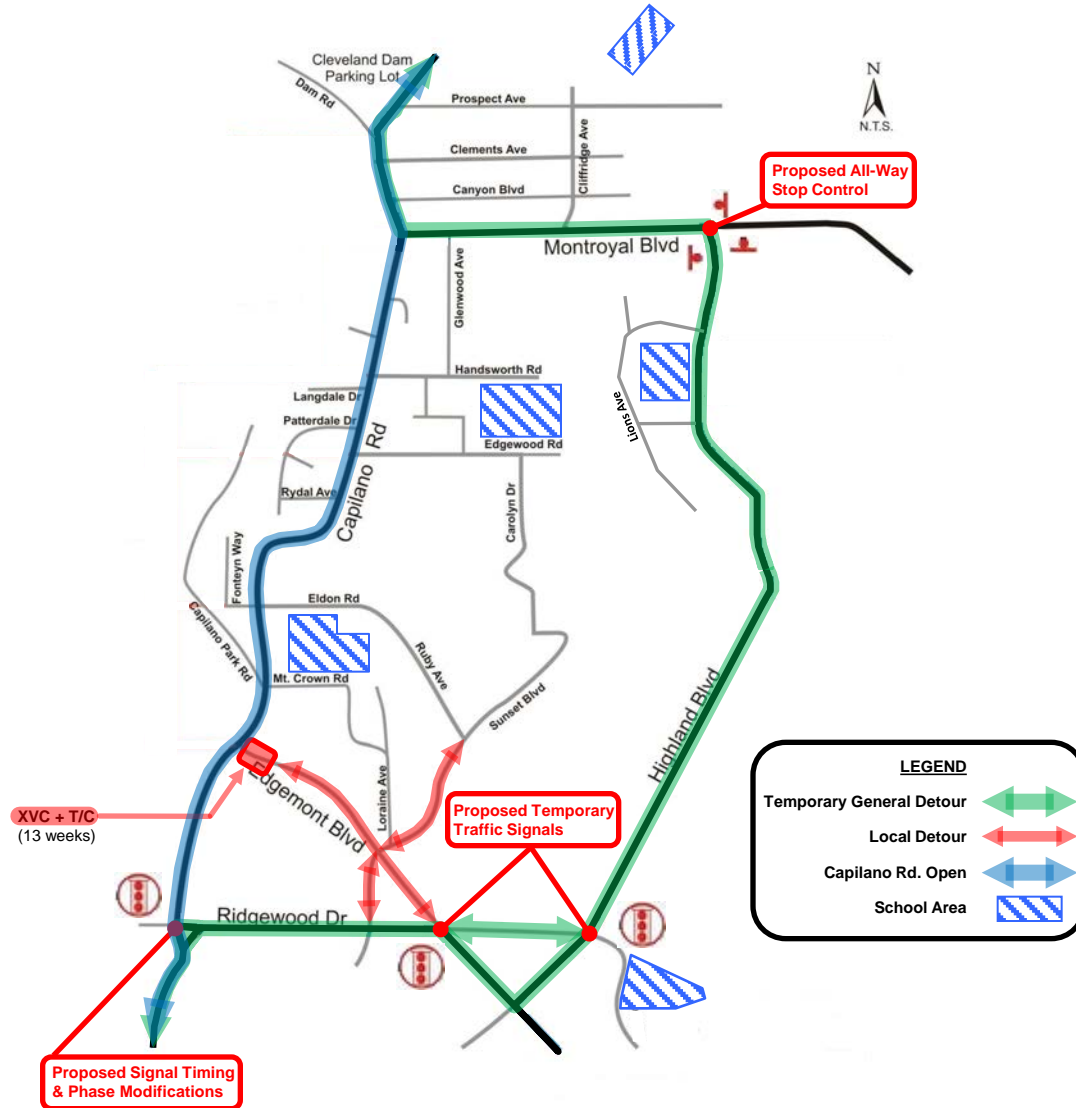
Option No.1 – Construction Detour Routing



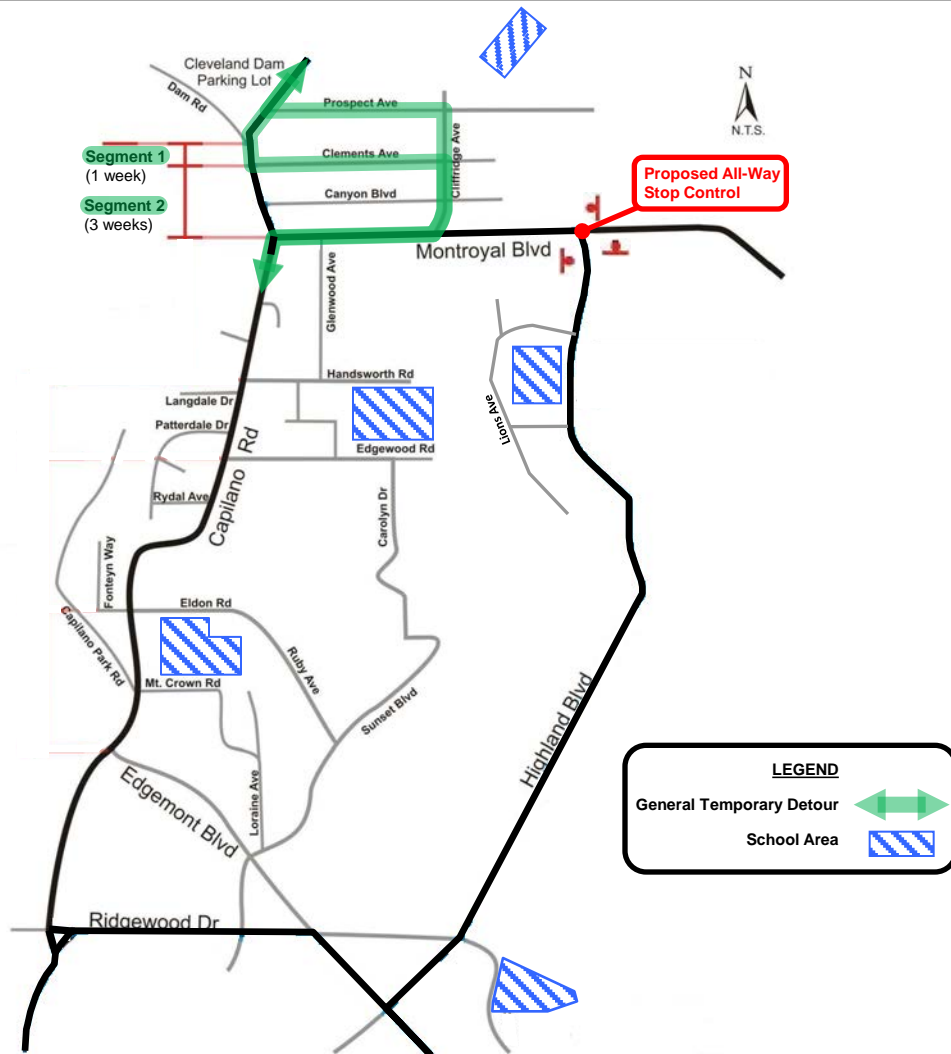
LEGEND	
General Temporary Detour	↔
Local Detour	↔
Transit/General Detour	↔
School Area	▨



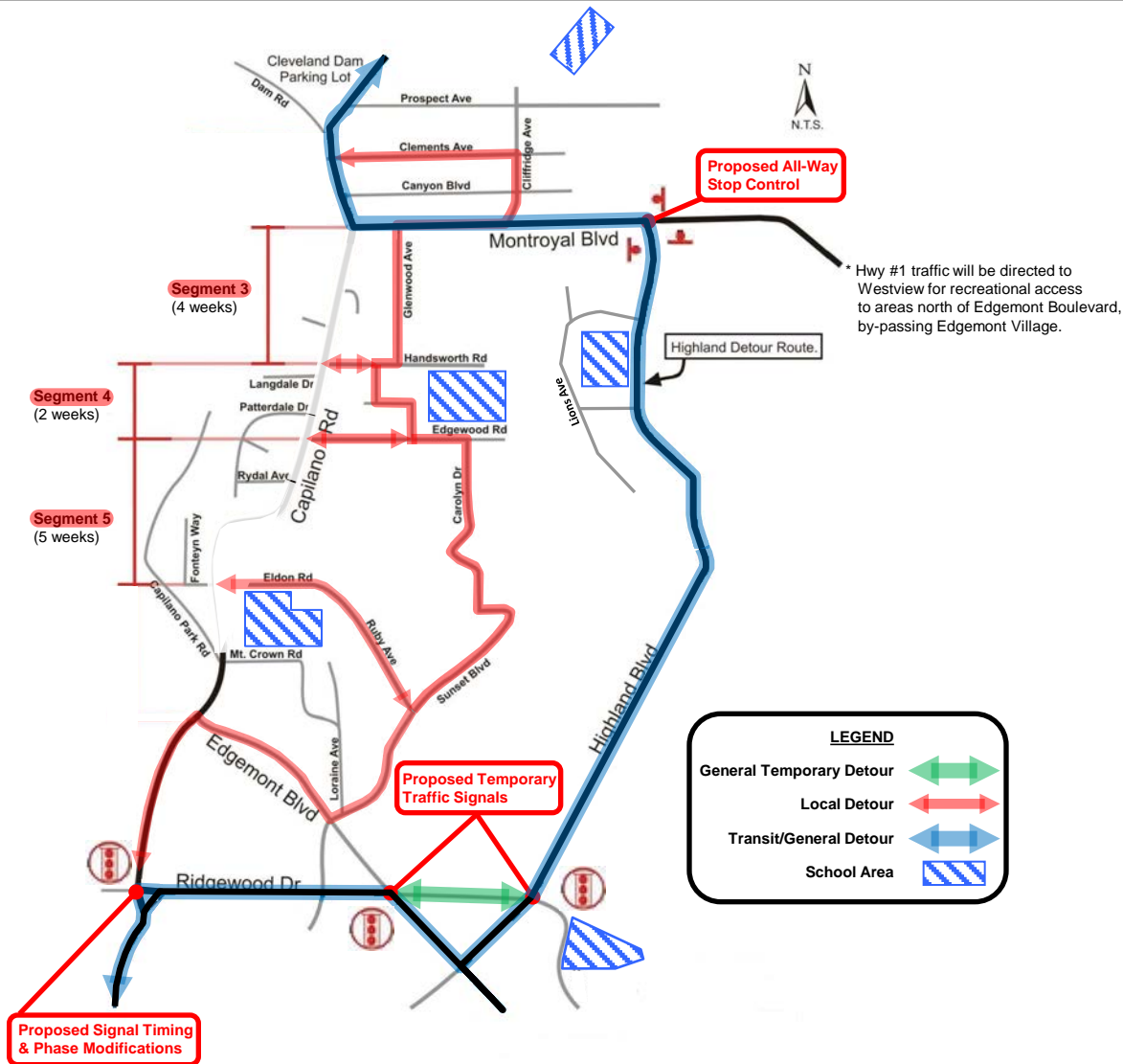
Option No.1 – Construction Detour Routing



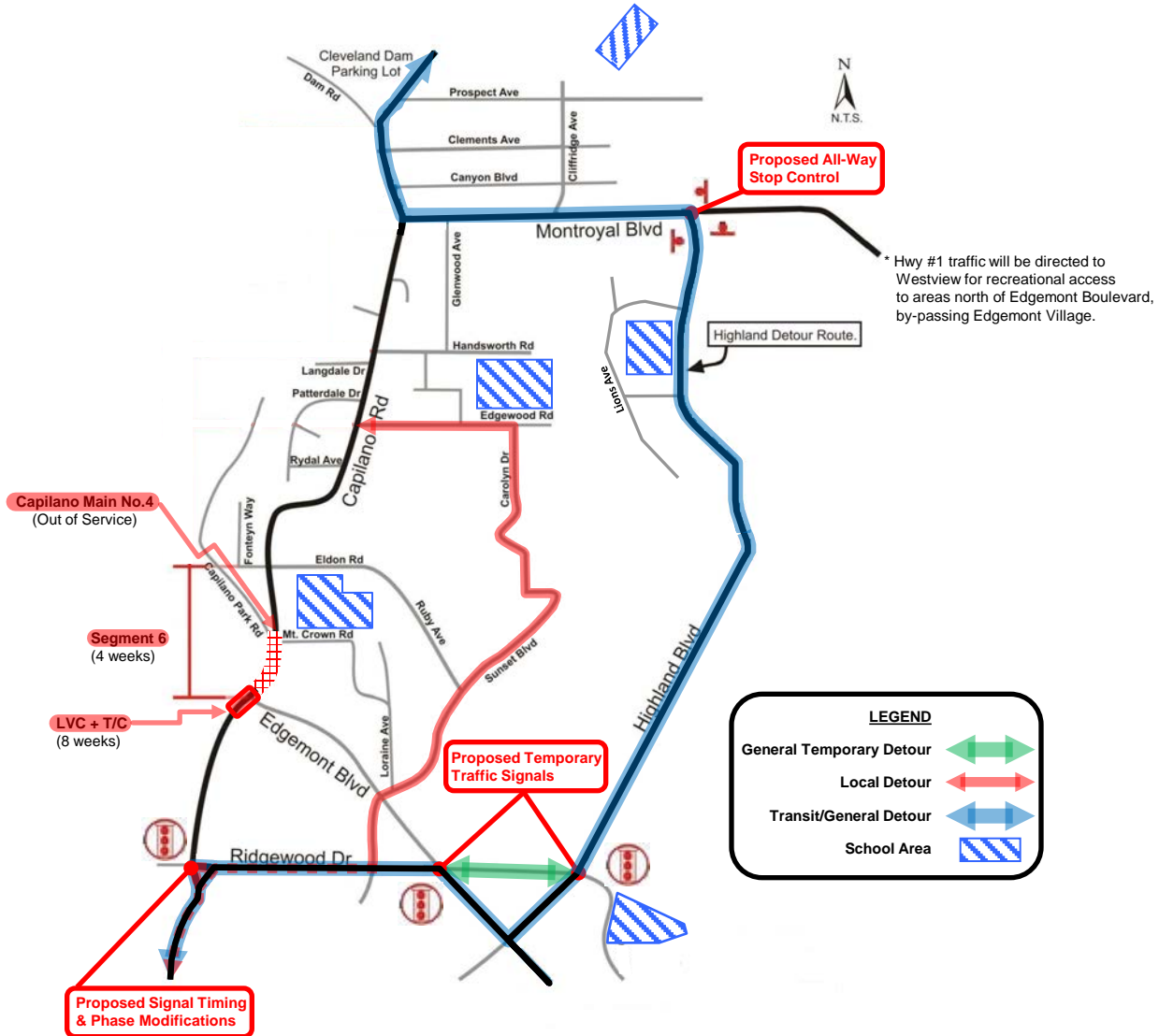
Option No.2 – Construction Detour Routing



Option No.2 – Construction Detour Routing



Option No.2 – Construction Detour Routing



Option No.2 – Construction Detour Routing

