

Construction Update: Willingdon Avenue Interchange

As part of the Port Mann/Highway 1 (PMH1) Improvement Project, interchanges throughout the Highway 1 corridor will be upgraded or replaced to improve safety and efficiency and to provide for cycling and pedestrian access across the highway. At Willingdon Avenue, a new, wider overpass and new on and off-ramps will provide significant improvements to safety and efficiency in what is one of the busiest areas of Highway 1.

In total, more than 20 interchanges will be replaced or upgraded as part of the PMH1 Project. For more information, including details regarding other interchange upgrades, please visit www.pmh1project.com.

Improving Safety and Traffic Flow

The section from Boundary Road to the Sprott Street overpass is the busiest section of the Highway 1 corridor carrying more than 140,000 vehicles per day. A number of Burnaby's major north-south roads cross the highway within this area, including Boundary Road, Willingdon and Gilmore Avenues.

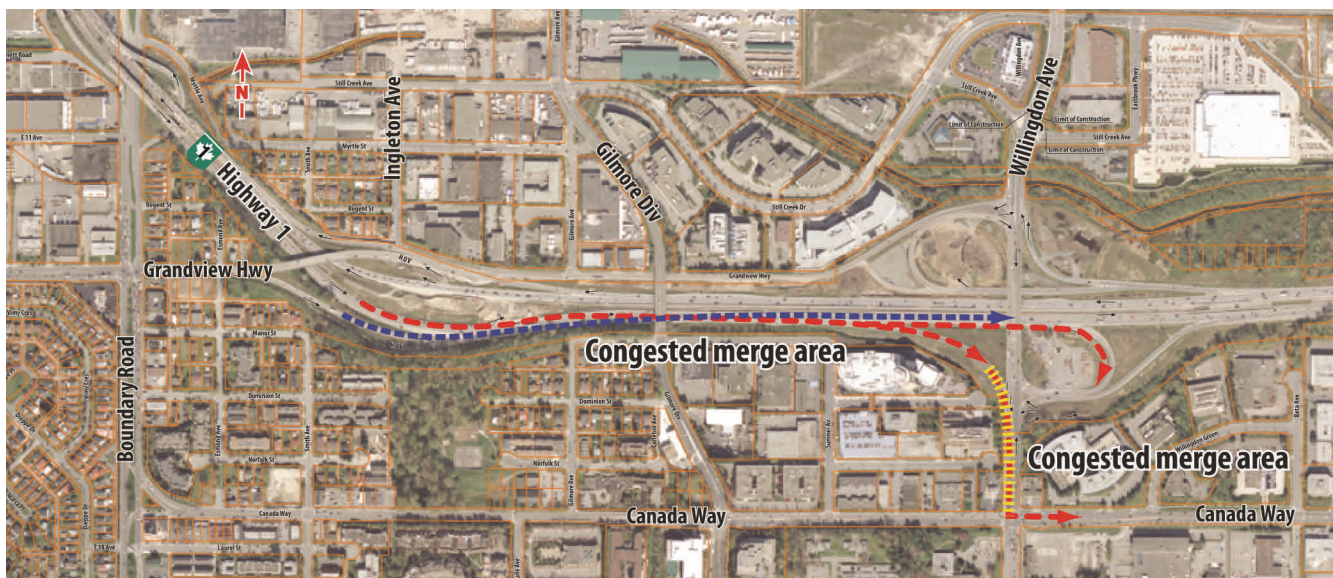
The existing interchanges at Grandview Highway and Willingdon Avenue are very close together, with Grandview's eastbound on-ramp ending just before Willingdon's southbound off-ramp.

This configuration leads to traffic weaving and associated safety issues as vehicles merge on and off the highway. This traffic weaving is a significant safety issue, contributing to a higher accident rate in this area compared to other sections of Highway.

New HOV Ramp, Highway Lane & Overpass

Once complete, a new, fly-over HOV on-ramp from Grandview will separate eastbound HOV traffic from general purpose highway traffic, reducing weaving.

This added ramp will be complemented by an additional highway lane starting at McGill street. This new lane will provide more space for general purpose traffic from Grandview to change lanes and merge with eastbound highway traffic.



This graphic of the current configuration shows the limited space between the Grandview Highway on-ramp and the Willingdon Avenue (south) off-ramp. This configuration can lead to increased congestion and contributes to a high accident rate for the area.

Port Mann/Highway 1 Improvement Project

To further reduce congestion and weaving and to provide more space for traffic, a reconfigured interchange and a new, wider overpass will be constructed.

Currently, southbound Willingdon traffic exits Highway 1 before (west of) the Willingdon overpass. With the new configuration, all eastbound traffic exiting at Willingdon will do so east of the overpass. After traveling underneath the overpass, drivers will be routed to Willingdon Avenue, with the option of proceeding north or south at a signal-controlled intersection.

A similar configuration will be put in place for westbound Highway 1 traffic. Vehicles will proceed under the Willingdon overpass before exiting. Again, all exiting traffic will be routed to Willingdon Avenue, before proceeding north or south at a signal-controlled intersection.

In addition, a new, wider overpass will be built as part of the project. This new structure will expand the number of lanes from 5 to 8 as well as providing a wider, safer multi-use path for pedestrians and cyclists and supporting a local HOV/transit lane on Willingdon.

New Signals

The new signal-controlled intersections for traffic exiting Highway 1 will improve safety and traffic flow and reduce congestion on Willingdon Avenue.

Under the current configuration, the short distance between the end of the eastbound Highway 1 off-ramp and the intersection of Willingdon Avenue and Canada Way causes congestion, primarily because vehicles exiting Highway 1 must cross multiple lanes on Willingdon Avenue in a short distance in order to turn left at Canada Way.

This traffic weaving across the southbound lanes contributes to congestion, especially when traffic volumes are high.

Under the new configuration, all traffic exiting the highway will pass through traffic signal-controlled intersections before proceeding onto Willingdon Avenue. These traffic signals will significantly reduce weaving along Willingdon Avenue and provide safe crossings for pedestrians and cyclists.



This graphic of the new configuration shows all traffic exiting at Willingdon routed under the overpass before proceeding to traffic signal-controlled intersections at Willingdon. This configuration will dramatically reduce traffic weaving and congestion in the area and improve safety.

Construction Staging

Construction of the new on-and off-ramps as well as the new overpass will be undertaken in stages. These stages will entail some detours and rerouting of traffic to maintain traffic flow and keep delays to a minimum.

Summer 2010 to Summer 2011

On Highway 1:

- Westbound traffic now converges in one off-ramp for both Willingdon Avenue north and southbound. Although this resembles the final configuration, this change is temporary and allows crews to work on the east side of the new overpass.
- The same will happen for eastbound highway traffic (as described on page 2) in spring 2011.

On Willingdon Avenue:

- The east side of the overpass will be closed – with traffic and pedestrians using the west side of the overpass only – so crews can construct a portion of the new overpass next to the existing one.
- Pile driving and building of new columns for the new overpass will take place to the east of the existing overpass.
- Once this work is complete, concrete girders will be placed, followed by pre-made deck panels.

Summer 2011 to Summer 2012

On Highway 1:

- Westbound Highway 1 off-ramps will be relocated to the east of the overpass for approximately one year.
- This will provide the necessary space for crews to build the final off-ramp, west of the overpass.

On Willingdon Avenue:

- Traffic will be moved east onto the completed portion of the new overpass.
- The existing overpass will be demolished to make room for the western portion of the new structure.
- For the west portion of the new bridge, pile driving, and new columns will be followed by girders and pre-made deck panels.

Summer 2012 – Spring 2013

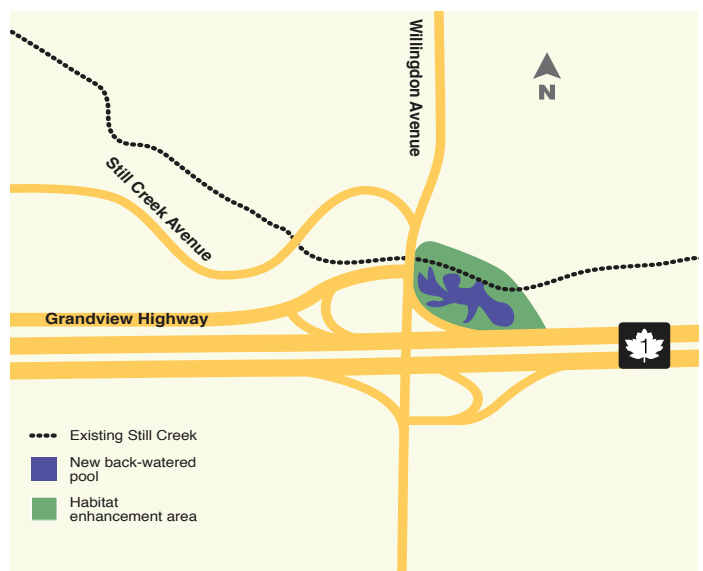
- The western portion of the overpass will be complete and open to traffic.
- Environmental enhancement work to provide improved fish and wildlife habitat will be completed on the northeast side of Willingdon Avenue.

Still Creek

As part of the PMH1 Project, important environmental and habitat work is taking place on-and off-corridor to deliver the project to the highest environmental standards. This work includes several projects to enhance habitat value, in most cases by making habitat larger than it was before.

At Still Creek (near the Willingdon Avenue Interchange) new stream habitat will be created, providing winter rearing habitat for young Coho Salmon.

The new habitat will be created using rock, gravel and large woody debris, planted around the edges with native vegetation. In addition, culverts under Willingdon Avenue will be replaced with a small bridge.



A diagram of environmental upgrades taking place at Still Creek in Burnaby. These enhancements will provide winter rearing habitat for young Coho Salmon.

Port Mann/Highway 1 Improvement Project

Local Cycling and Pedestrian Improvements

A key goal of the PMH1 Project is to improve cycling connections throughout Metro Vancouver.

There are many municipal cycle routes which are either already established or under development in the Vancouver–Burnaby area. Working in collaboration with local governments, the PMH1 Project will connect to these and other multi-use paths and make improvements to cycling and walking facilities connected to Highway 1 overpass sidewalks and municipal bike lanes.

At Willingdon Avenue, safety will be improved for vehicles, pedestrians and cyclists. Improvements will include upgrades to sidewalks and a multi-use path.

At Sprott Street there will be an improvement to the Highway 1 overpass to create a new multi-use path on the east side which will connect to the nearby Lakes Bike Route.

Work will also take place along Kensington Avenue on the overpass to develop a multi-use path on the west side, connecting to the Lakes Bike Route.



An artist's rendering of the completed Port Mann bridge, with local connection, through and HOV lanes as well as RapidBus service and a multi-use pedestrian and cycling path running across the bridge.

As part of the work near Boundary Road, there will be enhancements to a stretch of the *Central Valley Greenway* - a 24-kilometre route for cycling, running, walking, wheelchairs, skateboarding and rollerblading.

The PMH1 Improvement Project

The PMH1 Improvement Project includes construction of a new Port Mann Bridge, widening the highway, upgrading interchanges and improving access and safety on Highway 1. The project spans a distance of approximately 37 kilometres from the McGill Street Interchange in Vancouver to 216 Street in Langley.

The project will also provide for a Highway 1 RapidBus service, a joint initiative of the Province and TransLink, with service between Langley and Burnaby in less than 25 minutes.

The Gateway Program

The PMH1 Project is a key component of the Gateway Program and part of a broader provincial transportation vision that includes expansion of bus services, the addition of seven new Rapid-Bus lines, the Canada Line, the Evergreen Line, and improvements to the provincial road network.

Together, these projects represent a balanced approach to providing environmentally, socially and economically sustainable improvements.

For More Information

For up-to-date information on traffic, road conditions and construction, visit the PMH1 Project website at www.pmh1project.com. Contact the project:

E-mail: info@pmh1project.com

24-Hour Call Centre: 1-866-999-PMH1 (7641)

Web: www.pmh1project.com