

QUICK FACTS

CLIENT:
**VANCOUVER FRASER
PORT AUTHORITY**

START DATE:
JUNE 2013

END DATE:
OCTOBER, 2014

**OVERALL PROJECT
VALUE:**
\$75M

**VALUE OF CIVIL
WORKS:**
\$13M

**CONSULTING
ENGINEER:**
AECOM

**LAFARGE'S CONTRACT
STRUCTURE:**
**GENERAL/PRIME
CONTRACTOR**

PROJECT DESCRIPTION

The South Shore Corridor Roadway Upgrade Project was designed to enhance the port of Metro Vancouver road capacity and future port rail capacity along the port's south shore corridor. The project consisted of rail realignment, utility relocation and a road works reconstruction package for Commissioner Street, Stewart Street and Centennial Road.

The project included road and utility construction.

PROJECT SCOPE

Lafarge's scope on the \$13M South Shore project, which is immediately adjacent to this project, included a 1,500m realignment and widening of Commissioner street, upgrading and rebuilding the port entrances, improving two intersections on city streets and general control system improvements across the south shore.

Due to Lafarge's exceptional performance and historical knowledge in delivering construction services in a work zone with continual adjacent traffic flow, Lafarge was contracted by Port Metro Vancouver, in a separate contract, to also coordinate and manage the truck staging requirements for all port traffic. Detailed traffic management plans, comprehensive safety program and a project sustainability program were developed and implemented in collaboration with the Vancouver Fraser Port Authority.

EFFECTIVE LEADERSHIP

PROJECT SPONSOR



DEREK SANDERSON

PROJECT MANAGER/ SUPERINTENDENT



MIKE DARBY

PROJECT CHALLENGES AND SOLUTIONS

Accesses to Local Businesses:

The project required extensive coordination with Port Metro Vancouver shipping schedules and stakeholders throughout the corridor, with daily coordination on 24 hour operations.

Benefits of the project included reduced congestion, noise and delays, improved operational control of vehicles, improved road safety, and the capacity to add an additional east-west railway track.

Traffic /Safety Management:

Because of the extensive coordination with Port of Vancouver shipping schedules and stakeholders throughout the corridor, detailed traffic management plans, comprehensive safety program, and a project sustainability program were developed and implemented in collaboration with the Vancouver Fraser Port Authority.



REFERENCES

- **Company:**
VANCOUVER FRASER PORT AUTHORITY
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VOLUME OF MATERIALS

- **Asphalt:**
22,200 tons
- **Aggregates:**
50,000 tons
- **Lane-km of Road:**
4 lane-km

PROJECT CHALLENGES AND SOLUTIONS

Environmental Management:

Various subcontractors and trades were utilized for the duration of the project. Lafarge used a sustainability approach to procure and deliver materials, which included the use of Reclaimed Asphalt Pavement (RAP), and “Warm Mix” Asphalt, products under the Lafarge Circular Economy Climate Pillar. The “Warm Mix” Asphalt was produced in our Port Kells and Mitchell’s Island Plants. These plants’ ability to produce “Warm Mix” asphalt materials reduces the carbon footprint of asphalt pavement production and construction, thus reducing greenhouse gas emissions for reduced environmental impact.



