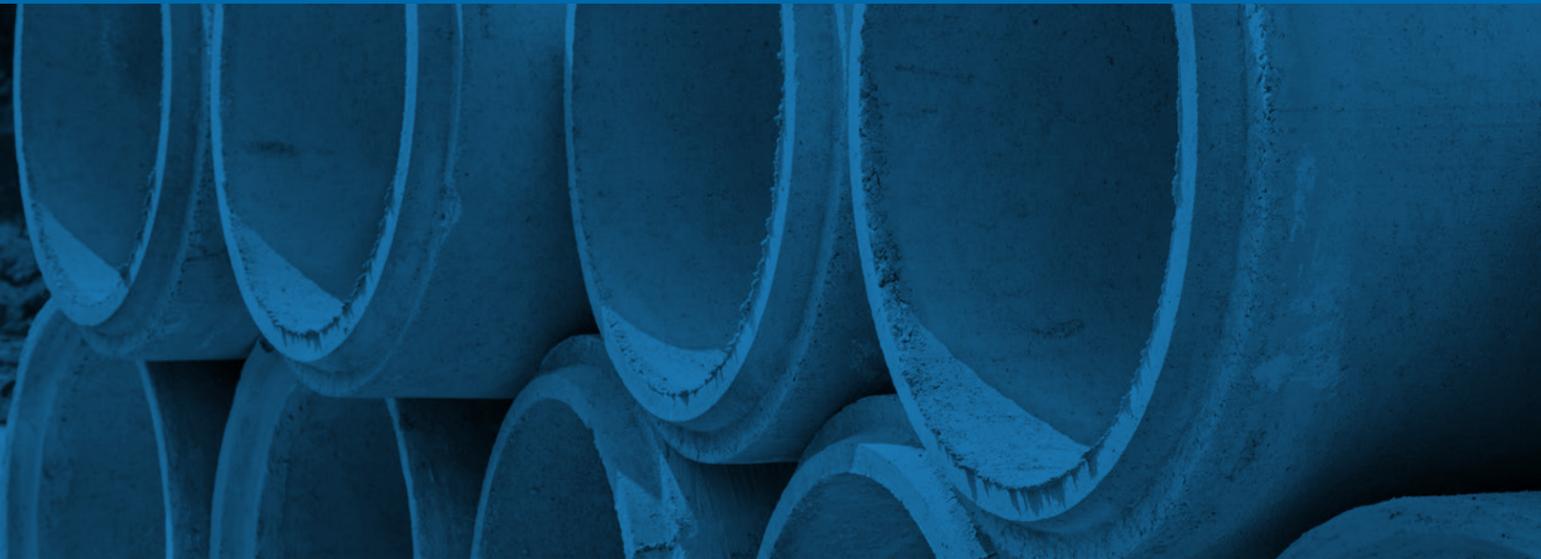


JULY  
2014

# PORT MANN WATER SUPPLY TUNNEL

## FRASER RIVER CROSSING



### Managing Construction Impacts

The project team is committed to minimizing construction-related impacts to the public by:

- Implementing best management practices to minimize noise and air quality impacts
- Implementing a Traffic Management Plan to minimize impacts on streets, parking access, pedestrian access, truck traffic and overall traffic flow
- Restoring all areas affected by construction.

### Construction Communications

As detailed construction schedules become available, residents and businesses will continue to be notified. The project team will provide regular and timely construction information through fact sheets, newsletters, email, on-site signage and Metro Vancouver's website.

### Contact Us

**Metro Vancouver Information Centre:**  
604-432-6200  
(Monday to Friday from 8:00 a.m. to 4:30 p.m.)

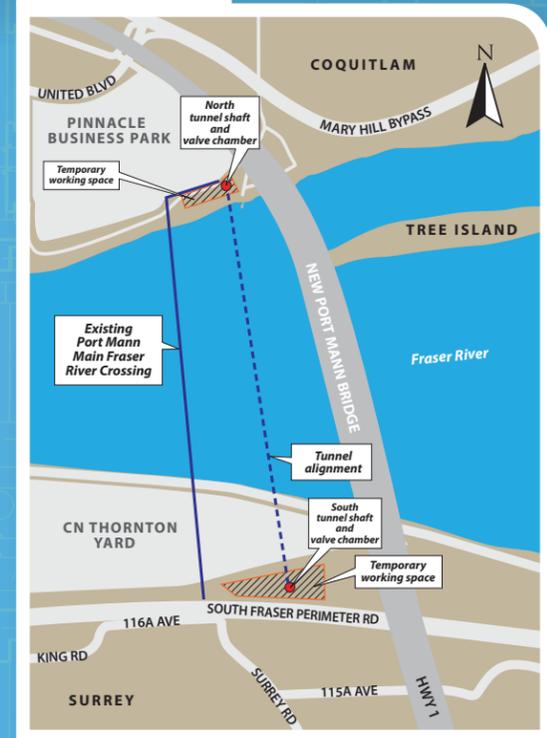
After-Hours Emergency: 604-451-6610  
Email: [icentre@metrovancouver.org](mailto:icentre@metrovancouver.org)  
[www.metrovancouver.org](http://www.metrovancouver.org) and  
search "Port Mann Water Supply Tunnel."

### Project Background

Metro Vancouver is constructing a new water supply main under the Fraser River, downstream (west) of the new Port Mann Bridge. The water main will be constructed in a tunnel driven through soil, deep underneath the riverbed. It will cross between Maquabeak Park in Coquitlam on the north side of the river, and Surrey on the south side of the river.

The existing Port Mann water main is one of several key water supply links to municipalities south of the Fraser River. The new water supply tunnel will be approximately 3.5 metres in diameter and one kilometre long. It will contain a new 2.1 metre diameter steel water main that will help ensure the continued, reliable delivery of drinking water to these municipalities, and will more than double the capacity of the existing main. Construction for this project is currently underway, with the entire project anticipated to be complete by late 2015.

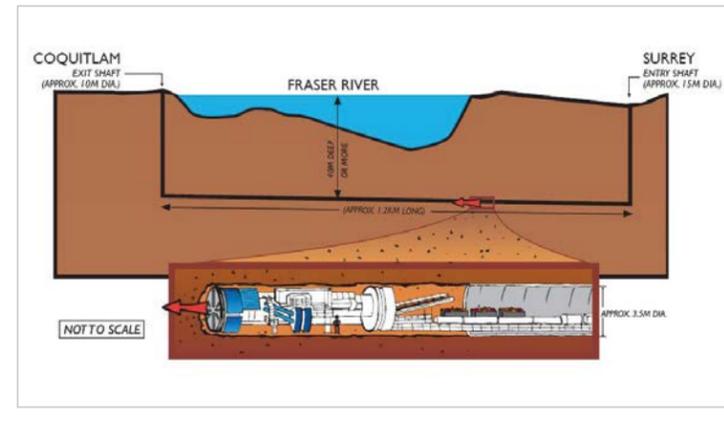
### Project Map



## Construction Activities

A tunnel running underneath the Fraser River will be constructed for the new water main using a tunnel boring machine (TBM). This machine is like a large mechanical mole, with cutters in front, that excavates the soil. The tunnel requires two shafts for access: one on the north side of the Fraser River in Coquitlam's Maquabeak Park, and one on the south side of the Fraser River in Surrey, near 116A Avenue and Surrey Road.

“ The new water supply tunnel will be approximately 3.5 metres in diameter and one kilometre long. It will contain a new 2.1 metre diameter steel water main that will help ensure the continued, reliable delivery of drinking water to these municipalities. ”



Cross-section with tunnel boring machine

## Hours of Work & Noise

There is some construction noise associated with this project, including machinery and large trucks; however, crews are making efforts to reduce noise impacts to nearby homes and businesses, where possible.

- Tunnel boring activities may occur up to 24-hours-per-day, seven-days-per-week.
- Work will comply with the City of Coquitlam and the City of Surrey's noise bylaws or granted bylaw variances.

## UPCOMING ACTIVITIES & ESTIMATED SCHEDULE

CONSTRUCTION ACTIVITY	ESTIMATED SCHEDULE
Assembly of the tunnel boring machine at the south shaft	Complete
Construction of north and south tunnel shafts	Complete
Tunnelling	Early 2014 – Late 2014
Construction of north valve chamber	Mid 2014 – Late 2015
Installation of steel water main in tunnel	Late 2014 – Mid 2015
Construction of south valve chamber	Early 2015 – Late 2015
Construction of tunnel tie-in piping	Mid 2015 – Late 2015
Mechanical and electrical work in valve chambers	Mid 2015 – Late 2015
Project completion	Late 2015



Tunnel boring machine

## Public Access & Safety

The boat launch in Coquitlam's Maquabeak Park will remain open to the public during construction, though the number of parking spaces will be temporarily reduced. There is some construction vehicle traffic near the north work site; however, there should be no impacts to local businesses.

All construction traffic on the Surrey site uses the South Fraser Perimeter Road for access.

The work sites in both Coquitlam and Surrey are fenced off and restricted to construction personnel.



According to tunneling tradition, a TBM is given a name before work starts as a sign of good luck for the project. The machine for this project has been named "Squirrel".