

# Self-Guided Walking Tour

The Broadway Subway Project is a 5.7-kilometre extension of the Millennium Line from VCC-Clark Station to Broadway and Arbutus. It will provide fast, frequent and convenient SkyTrain service to B.C.'s second largest jobs centre, world-class health services, an emerging innovation and research hub, and growing residential communities.

## TOUR SUMMARY

Our recommended tour visits seven sites between VCC-Clark Station and Broadway-City Hall Station and takes approximately 75 minutes. You can also walk to the end of the project at Arbutus Street in about two hours, or select fewer sites for a shorter tour.

## SAFETY

This tour takes place on public streets, sidewalks and greenways that are shared with other road users. Some greenways are shared with cyclists. Watch for cyclists, vehicles and other pedestrians when traveling. Use caution near active construction sites. Stay outside of construction sites and do not climb on construction fencing or equipment.

## ACCESSIBILITY

This tour is accessible to people of all abilities. Some sections involve hills. Watch for uneven pavement, ramps and connections between different surfaces.



## START OF BROADWAY SUBWAY SELF-GUIDED WALKING TOUR AT VCC-CLARK STATION

### What you'll see

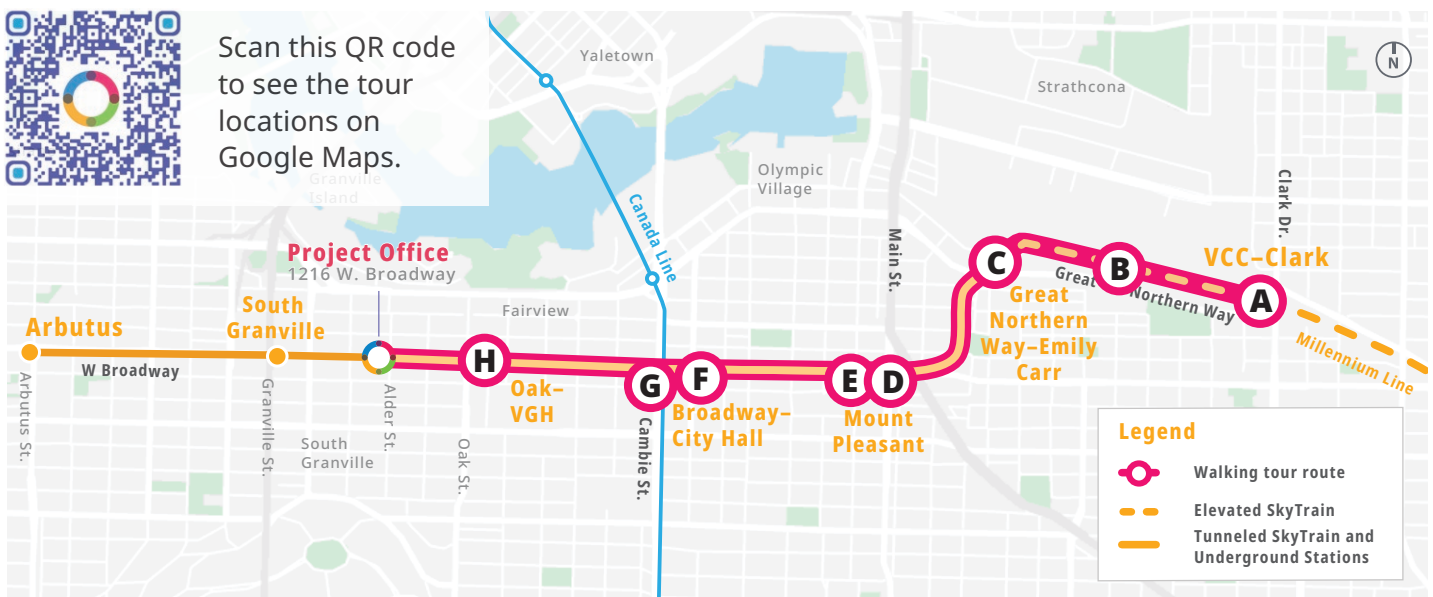
Begin your tour at the entrance to VCC-Clark SkyTrain Station. Look across the street to the bus loop to see the completed Millennium Line elevated guideway. This is what the completed Broadway Subway elevated guideway will look like!

### Next stop

Turn left and walk to E. 6th Avenue, then turn right. E. 6th Avenue becomes Great Northern Way after Glen Drive. Our next stop is two blocks from VCC-Clark Station at the green space at Foley Street and Great Northern Way.



Scan this QR code to see the tour locations on Google Maps.





**B** VIEW OF THE ELEVATED GUIDEWAY  
FROM FOLEY STREET

## What you'll see

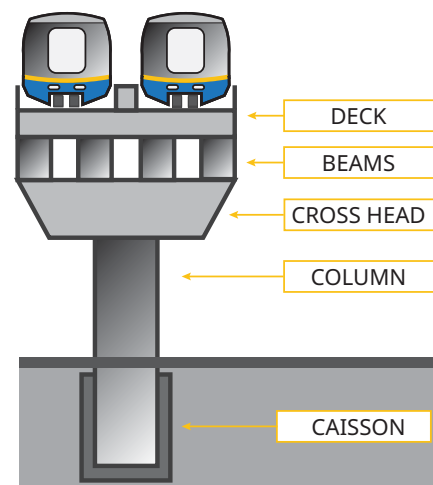
Construction of the elevated section of the Broadway Subway Project, which will be 700 metres long and connect the current Millennium Line terminus of VCC-Clark Station to the future Great Northern Way-Emily Carr Station.

**More info:** The elevated guideway is made up of different parts. First, crews drill into the ground and build a foundation, called the caisson. The column is prepared and poured with concrete, then topped with the crosshead, which will support the elevated guideway structure. Pre-cast concrete beams then connect the columns together to form the guideway structure, with trains running on a deck above. The infographic to the right shows a cross section of the design.

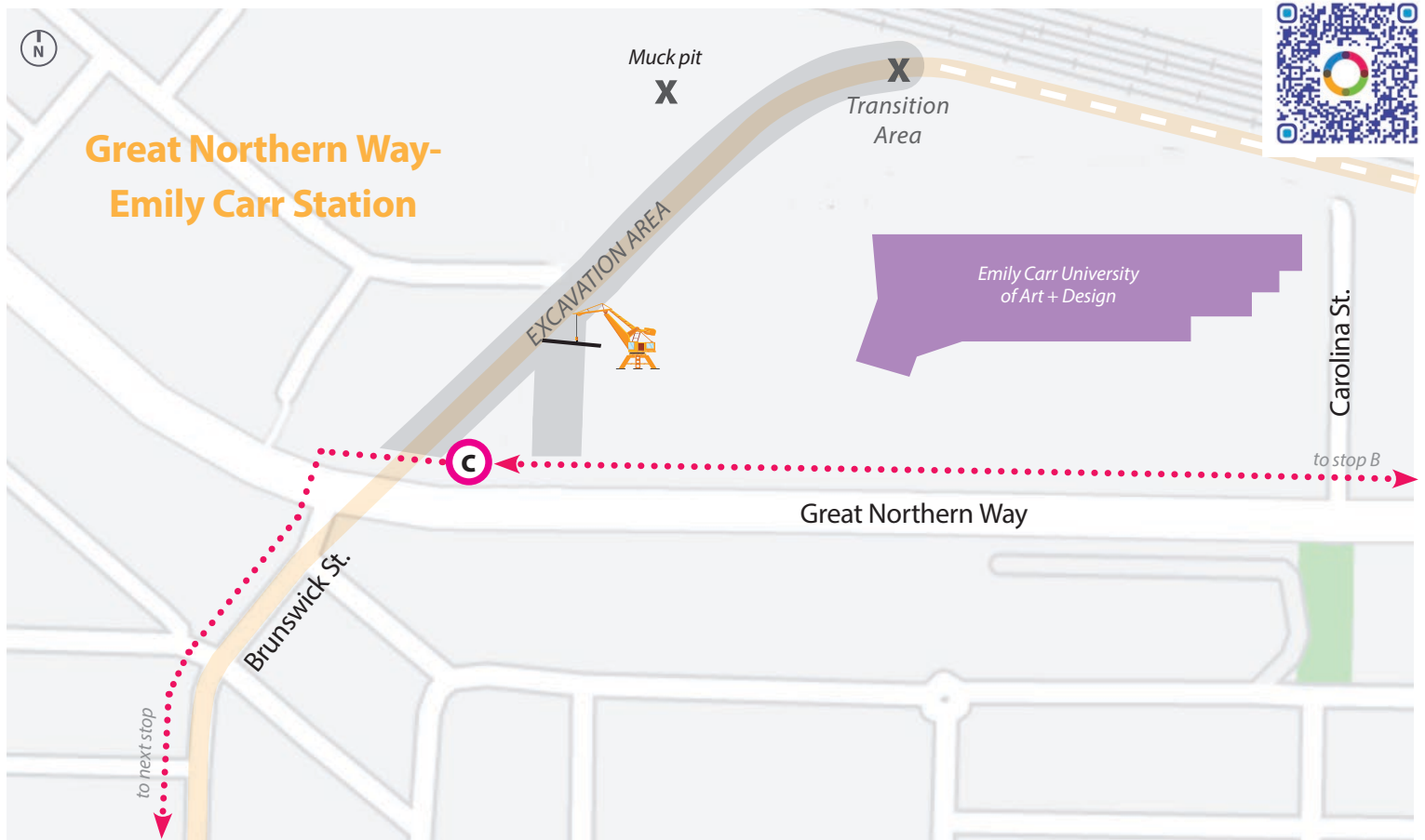
**Fun fact:** the elevated guideway includes 21 columns, linked by 106 beams.

## Next stop

Continue along Great Northern Way. As you're walking, look right to see storage of concrete tunnel liner segments. These segments are used by the tunnel boring machines (TBM) to build the walls of the SkyTrain tunnels. Walk until you see construction fencing with a mural, about three blocks.



**While you're here:** a variety of businesses including food services and art gallery space can be found along Great Northern Way.



## VIEW OF GREAT NORTHERN WAY-EMILY CARR STATION FROM GREAT NORTHERN WAY

### What you'll see

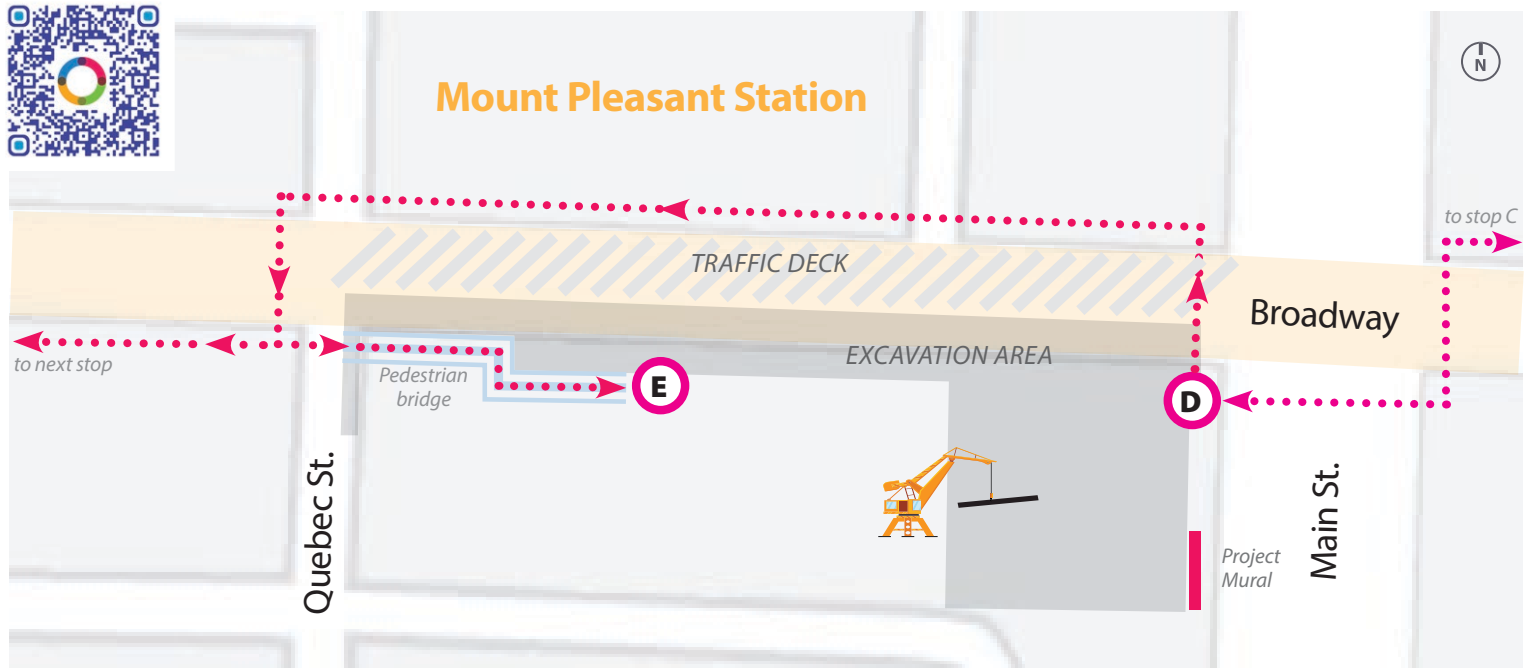
A large mural displaying various construction activities and equipment covering a significant portion of the construction fencing along Great Northern Way, with multiple viewing windows to give you a view into the construction site. You can stand directly over top of the tunnels, which begin at the southwest end of the site and head towards Mount Pleasant. Look through the viewing windows and find two parallel conveyer systems. If you see them moving excavated material, called muck, out of the tunnels to the muck pit on the far end of the site, that means the tunnel boring machines are excavating. The one for Tunnel Boring Machine (TBM) Elsie is to your right and Phyllis is on the left. When the TBMs reach their final destination at Cypress Street, the conveyers will each be five kilometres long! The conveyer system travels through

the future Great Northern Way-Emily Carr Station. Look for construction of the concrete walls, columns and floors that will make up the future station. On the far side of the site, you can see where the track will transition from the elevated guideway to the below-ground station.

**Fun fact:** Approximately 245,000 cubic metres of material will be excavated through the tunnels on the conveyer system.

### Next stop

Follow Great Northern Way until the next traffic light at Brunswick Street. Cross Great Northern Way and follow Brunswick Street five blocks to Broadway, then turn right and walk three blocks to Main Street.



## VIEW OF MOUNT PLEASANT STATION

Location: Southwest corner of Main Street and Broadway

### What you'll see

Here you can see into the future Mount Pleasant Station. Look for workers and equipment building the station below while the tower crane lifts materials down into the excavation. Look to Broadway on your right: can you see the temporary traffic deck above the excavation that allows vehicles and pedestrians to move over the site while construction continues below?\* The train platform will be located under Broadway, while escalators and

elevators will lead passengers up to the station entrance building (headhouse), located to your left, on the southwest corner of Broadway and Main Street.

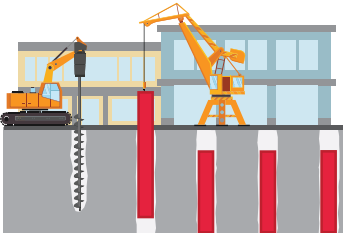
Take a moment to enjoy the mural depicting the history of public transportation at this important junction on the construction fencing facing Main Street.

**Fun fact:** Approximately 2.2 million kilograms of rebar will be installed at Mount Pleasant Station!

### \*BUILDING A TRAFFIC DECK IN 4 STEPS

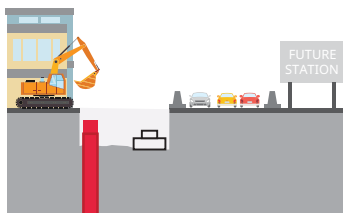
#### STEP 1

Shift traffic, drill 20m deep, and install steel columns.



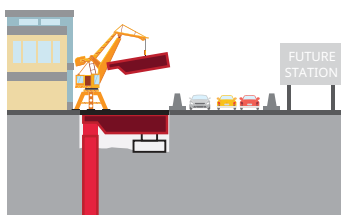
#### STEP 2

Excavate and place concrete pads to support the structure.



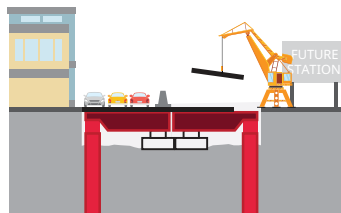
#### STEP 3

Install and secure steel girders with traffic deck panels on top.



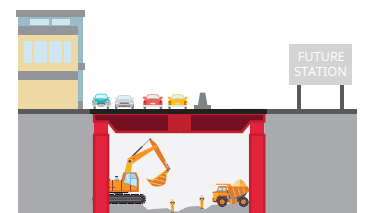
#### STEP 4

Shift traffic and repeat on the other side of the road.



### The 5 completed decks on Broadway

maintain an at-grade, safe and consistent four-lane traffic pattern while construction continues below.





**While you're here:** Opportunity to stop for lunch or coffee and browse a variety of different shops and services. There are more than 15 restaurants within just one block of Main Street and Broadway!

### **E** VIEW OF MOUNT PLEASANT STATION FROM QUEBEC STREET PEDESTRIAN WALKWAY 104 to 20 E. Broadway

#### What you'll see

You're standing on a pedestrian bridge directly above the excavated station area! From here, you can see into the work below. You can see the conveyors for both TBMs, construction of interior walls, concrete columns or floors, and other activities to build the station. You might also see orange waterproof membranes covering the station walls where concrete hasn't been poured yet. This will help keep the future station dry.

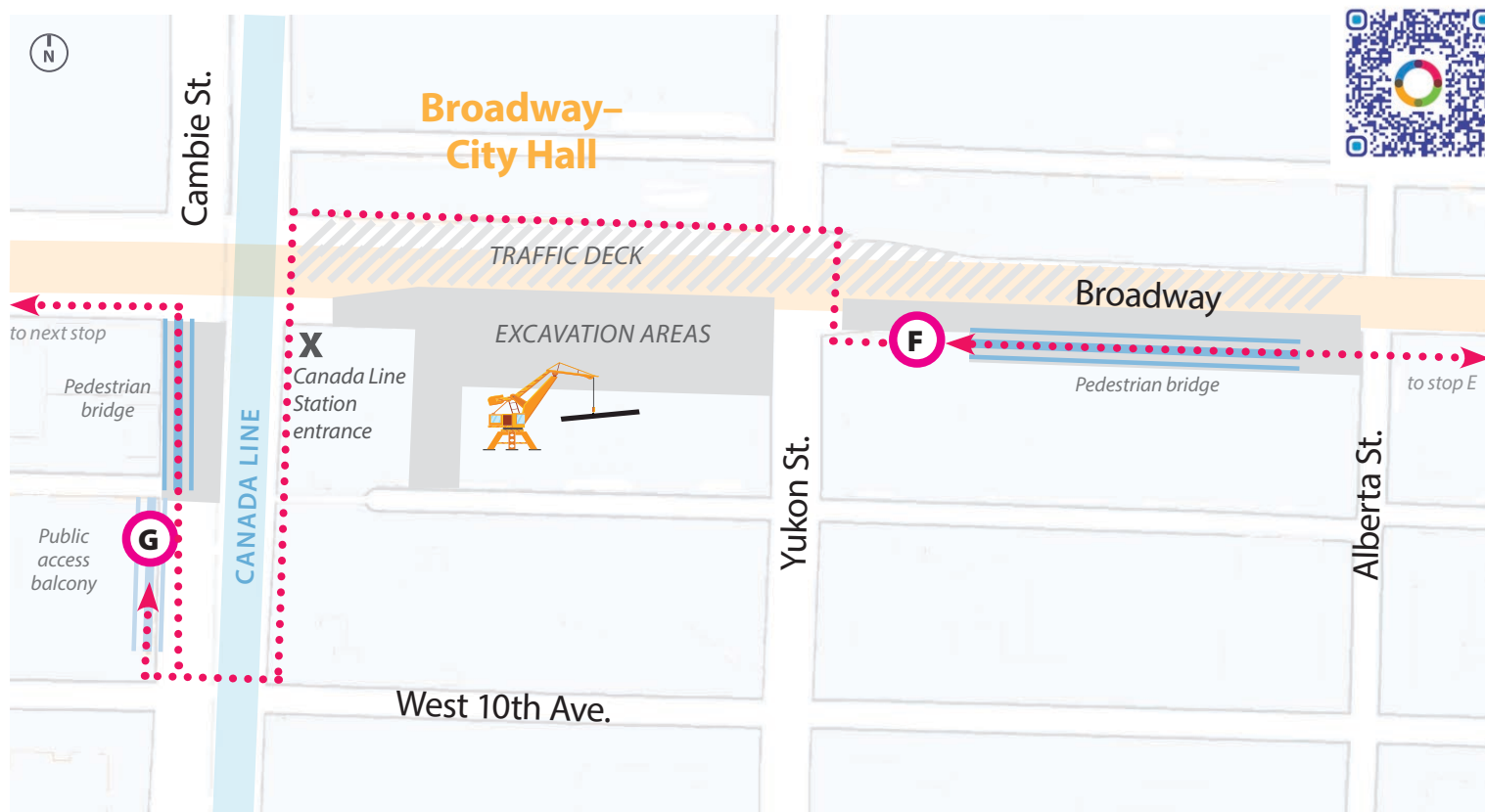
**Fun fact:** This station is 17.2 metres deep!

#### Next stop

Trace your steps back along the pedestrian bridge and continue straight down Broadway four blocks until you step on another pedestrian bridge.



Artist's rendering of the future Mount Pleasant Station.



## **F** VIEW OF BROADWAY-CITY HALL STATION FROM BROADWAY EAST OF YUKON STREET

Location: South sidewalk on W. Broadway east of Yukon

### What you'll see

As you pass Alberta Street, you will step onto a pedestrian bridge that travels directly above the excavation. The station foundation is more than 20 metres below your feet! Continue walking to the other side of the walkway until you reach Yukon Street.

You're standing next to the easternmost section of the Broadway-City Hall station area. This area will feature a crossover track that allows trains to switch from one track to the other if needed, similar to the crossover track between Broadway-City Hall Station and Olympic Village Station on the Canada Line. You can see the conveyors for both TBMs, construction of interior walls, concrete

columns or floors, rebar work or other activities to build the station. You can also view construction of the concrete foundations, walls and interior supports. You might also see orange waterproof membranes covering the station walls where concrete hasn't been poured yet. This will help keep the future station dry.

The future Millennium Line Station will be located to your left between Yukon and Cambie streets.

**Fun fact:** This is the deepest station on Broadway Subway because the tunnels travel directly underneath the existing Canada Line.

**While you're here:** Many varied businesses and services line the two-block-long Broadway-City Hall site, with lots of places to shop and eat in the neighbourhood.



### VIEW OF BROADWAY-CITY HALL STATION FROM CAMBIE STREET

Location: Public-access balcony walkway next to 501 W. 10th Avenue

#### What you'll see

The expanded Broadway-City Hall Station will be an interchange station between the existing Canada Line and the Millennium Line. The excavation on Cambie Street south of Broadway will allow for a direct underground connection between the Canada Line southbound platform and the new Millennium Line platform. This will enable passengers to transfer directly between the two services underground within the fare-paid zone, as shown in the diagram below.

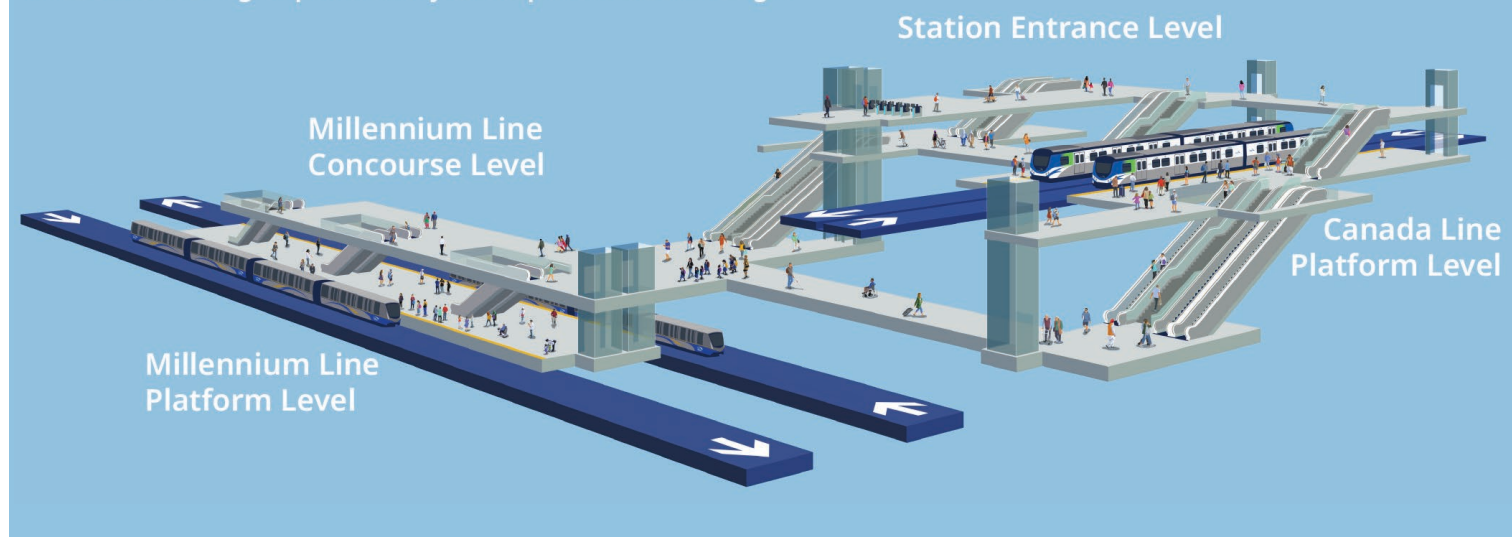
**Fun fact:** To prepare for the high volume of passengers, we're building five new elevators and extra escalators at the station.

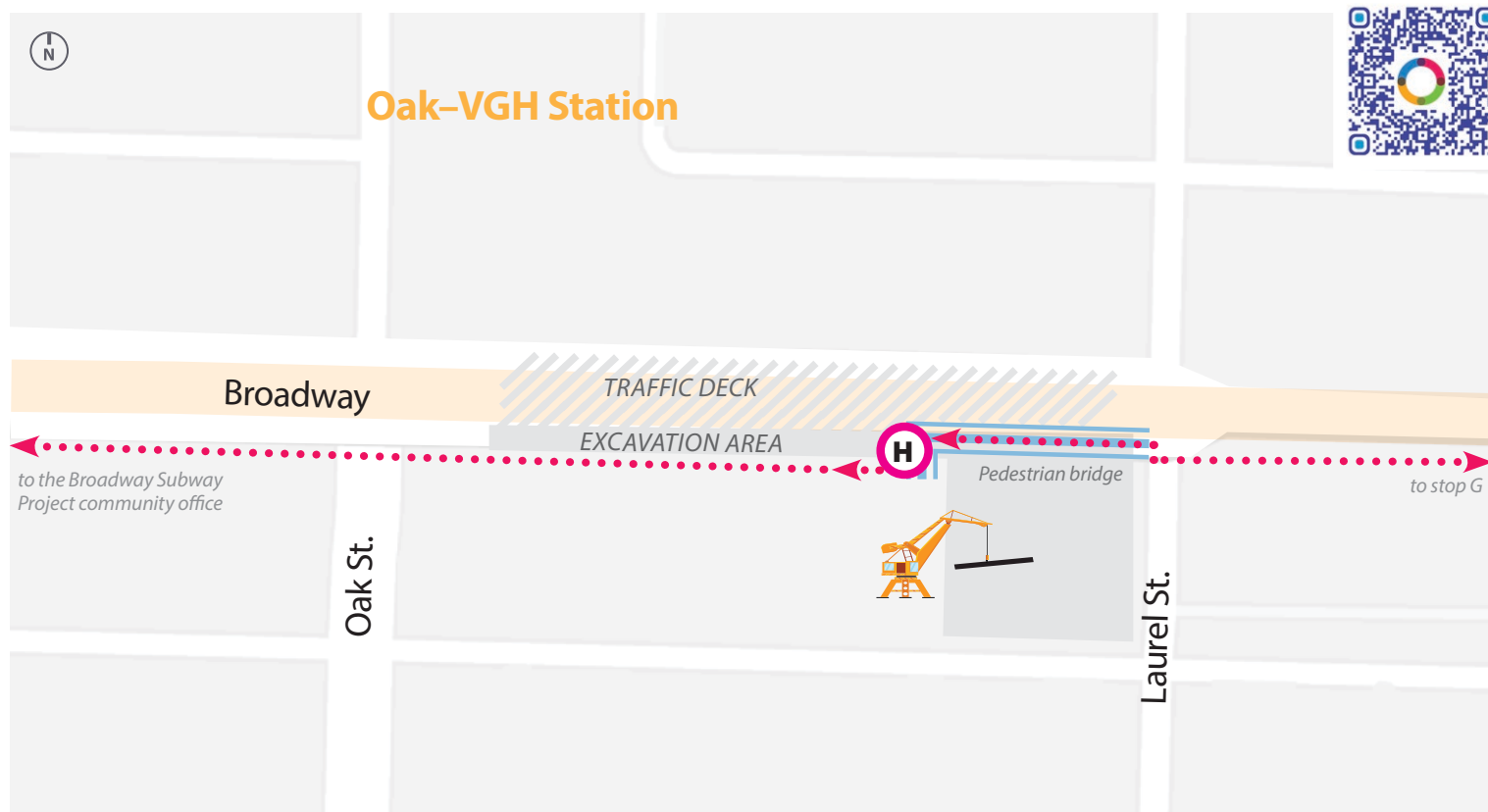
#### Next stop

Follow Cambie Street north towards Broadway, crossing a pedestrian bridge on the way. Turn left onto Broadway and continue about four and a half blocks. After Laurel Street, you will step onto another pedestrian bridge above the Oak-VGH site. Our next stop is at the far end of that bridge.

### HOW THE EXISTING CANADA LINE AND NEWLY EXTENDED MILLENNIUM LINE WILL CONNECT

Artist's rendering of preliminary conceptual station design.





#### VIEW OF OAK-VGH FROM THE PEDESTRIAN WALKWAY

Location: Pedestrian bridge next to the eastern end of 950 W. Broadway

### What you'll see

You're standing on a pedestrian bridge directly above the excavated station area! From here, you can see into the work below looking both east and west. You may see both TBMs passing through the station as well as construction of interior walls or concrete columns, rebar work or other activities to build the station.

Once the TBMs pass, you can see the conveyers for both TBMs. You might also see orange waterproof membranes covering the station walls where concrete hasn't been poured yet. This will help keep the future station dry.

**Fun fact:** The station entrance will be at the corner of W. Broadway and Laurel Street, just one block away from Vancouver General Hospital.

### Want to see more?

There are two more station construction sites you can visit further west on Broadway: South Granville and Arbutus stations.

### Want to speak to a representative?

Visit us at the community office. We're open at 1212 W. Broadway (at Alder Street) on Mondays and Wednesdays between 9 a.m. and 5 p.m. and happy to answer your questions.

That's just two blocks from the end of this tour!