Once the rapidway is complete, Highway 7 West and Bathurst & Centre will have attractive, pedestrian-friendly sidewalks, with extensive landscaping, including trees, shrubs, groundcover, ornamental grasses and perennial flowers. Another attractive permanent feature you’ll see emerging this year is paver stone design on sidewalk corners.

<< Keeping you informed >>

Coping with construction is a lot easier when you know what to expect, where and for how long. For an in-depth look at different elements of vivaNext projects, plans, designs and ongoing activities, visit vivanext.com.

Subscribe to emailed construction notices: vivanext.com/subscribe

<< From messy to marvelous >>

This is the year the Vaughan rapidway project opens for service on Highway 7 West and Bathurst & Centre. As we head into a busy season of construction, we’d like to express our sincere appreciation for your patience and support, and will limit impacts as much as possible.

The end result will be marvelous! You’ll see wider sidewalks, raised bike lanes and bus rapid transit service - all in a welcoming environment with trees, shrubs and other greenery.

This is a vital urban planner’s call - a "compact street" - a street designed for all users: people who walk, cycle, take transit or drive, and includes people of all ages and levels of ability.

When we designed the rapidway, we had a number of urban design objectives, starting with a complete new vision for the long-term use of public space - that’s why our projects take as long as they do, and are so complicated.

Permanent features – from visualizations to paving to retaining walls, handrails, planter stones, planters and lighting – need to be both functional and attractive.

With the vivaNext rapidway projects, streets are designed as destinations – making them attractive public spaces with lush greenway and design features that bring people.

Streets and sidewalks can be places to enjoy rather than just surfaces to travel on, as they connect to homes, schools and businesses – as well as parks, community centres and other gathering places that build communities.
what you need to know about this year’s paving

With 2019 being the final year of major construction, expect to see a ton of paving this year. The fact is paving can be disruptive – but, just like seeing the leaves open up on the trees in spring – the surest sign that the heavy construction is nearing the final stages is when the paving crews arrive. This year, paving will be completed in sections throughout the project and, at times, will include closures and detours.

Why do crews pave at night?

Paving is typically scheduled overnight for two reasons:

• To minimize disruption to traffic and businesses: crews pave multiple lanes at once with machine slightly offset side-to-side to minimize the “joint” between lanes. Since the “echelon” set-up takes up multiples lanes, it’s best employed overnight when traffic is light.

• To take advantage of more favourable overnight temperatures and ensure the best quality of asphalt.

changes at intersections

With construction of bus lanes and rapid transit underway, here are some pointers for pedestrians and motorists on how to use the intersections with the new configuration:

new for pedestrians:

• Intersections will be wider with more lanes and new signals.
• At the intersections that will have viasations, pedestrians may cross the road in two stages if unable to get to the other side during the first signal.
• There will be a pedestrian waiting area in the middle of the crosswalk where pedestrians can stop, push the “walk” button, and wait for the next walk signal to safely cross the second half of the street.
• A countdown signal with an audible tone will indicate how many seconds pedestrians have left to safely cross the street.

new for motorists:

• Intersections will now have a dedicated left-turn traffic signal and left turn lane.
• Motorists can only turn left when the left-turn arrow is illuminated.
• Left turns are not permitted when through traffic proceeds.
• To access mid-block entrances on the other side of the road, motorists will make U-turns at signalized intersections when the left-turn arrow is illuminated.

Why do crews return to the same section and not just pave it all at once?

The process happens layer by layer. Because the road has to be able to bear the load of regular traffic and heavy vehicles, we need to start with a solid base layer to make sure the road holds up over time.

The process happens layer by layer. Because the road has to be able to bear the load of regular traffic and heavy vehicles, we need to start with a solid base layer to make sure the road holds up over time. Each step needs to be done in sequence, and takes a certain amount of time. While the paving itself doesn’t take more than a few hours, fresh pavement can’t handle traffic until it’s sufficiently cooled. That’s why you may see lane closures in place as the new asphalt cools in the early morning.

To stay informed about the paving activities along Highway 7 West and Bathurst & Centre in Vaughan this year, subscribe to email updates at vivanext.com/subscribe, follow us on Twitter.com/vivanext and check out our impacts page at vivanext.com/vaughanimpacts.