

Welcome

Thank you for attending

Trans-Canada Highway 1 RW Bruhn Bridge and Approaches Project
Community Engagement February 1-18, 2018

Please provide us
with your feedback by
February 18, 2018.

We want to hear from you

You can provide us with your feedback by:

- ✓ Completing the feedback form and leaving it with a member of our team
- ✓ Filling out the feedback form online at: gov.bc.ca/bchwy1-bruhn
- ✓ Sending an email to: rwbruhnbridge@gov.bc.ca
- ✓ Mailing your completed form or written feedback to:
Ministry of Transportation and Infrastructure,
ATTN: RW Bruhn Bridge and Approaches Project,
447 Columbia Street, Kamloops BC, V2C 2T3

How feedback will be considered

Community feedback will be considered, along with engineering, environmental and financial information, and feedback from local government, First Nations and the Project Liaison Committee, in selecting a preferred design option for the replacement of the Trans-Canada Highway 1 RW Bruhn Bridge.



RW Bruhn Bridge and Approaches Project

The Trans-Canada Highway 1 RW Bruhn Bridge and Approaches Project involves four-laning approximately 1.9 km of Highway 1 in Sicamous, including replacement of the RW Bruhn Bridge. The project extends approximately 2.5 km between Old Sicamous Road and Silver Sands Road, and includes intersection improvements at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road.

Built in 1962, RW Bruhn Bridge is a two-lane bridge connecting communities along Highway 1. It also provides an important local link for District of Sicamous residents and visitors to access businesses and services.

Importance of Trans-Canada Highway 1

The growth of our economy and our communities relies on a strong transportation network. Trans-Canada Highway 1 is the primary east-west connection through B.C. It links communities and is a vital route for travel, tourism and trade:

- › Up to 12,000 vehicles per day use the corridor, 15% of which are heavy trucks
- › With expanding markets for B.C. goods, particularly in Asia, Trans-Canada Highway 1 is an important trade route, carrying \$24 – \$32 billion in goods annually through the corridor

Project Objectives

- › Improve safety and traffic flow along the Trans-Canada Highway 1 corridor
- › Replace the aging RW Bruhn Bridge
- › Improve safety of local road connections at the Trans-Canada Highway 1
- › Enhance safety for pedestrians and cyclists along the Trans-Canada Highway 1 corridor



What's new?

At the public open house in November 2016 we presented three improvement options.

As a result of technical work, input from local government and First Nations, and feedback from the public, two options continue to be under evaluation in the preliminary design phase:

- › **One bridge option:**
5-lane bridge with approach improvements (\$215 million)
- › **Two bridge option:**
4-lane bridge with Main Street bridge and approach improvements (\$215 million)

The 6-lane bridge option was not advanced, based on the following considerations:

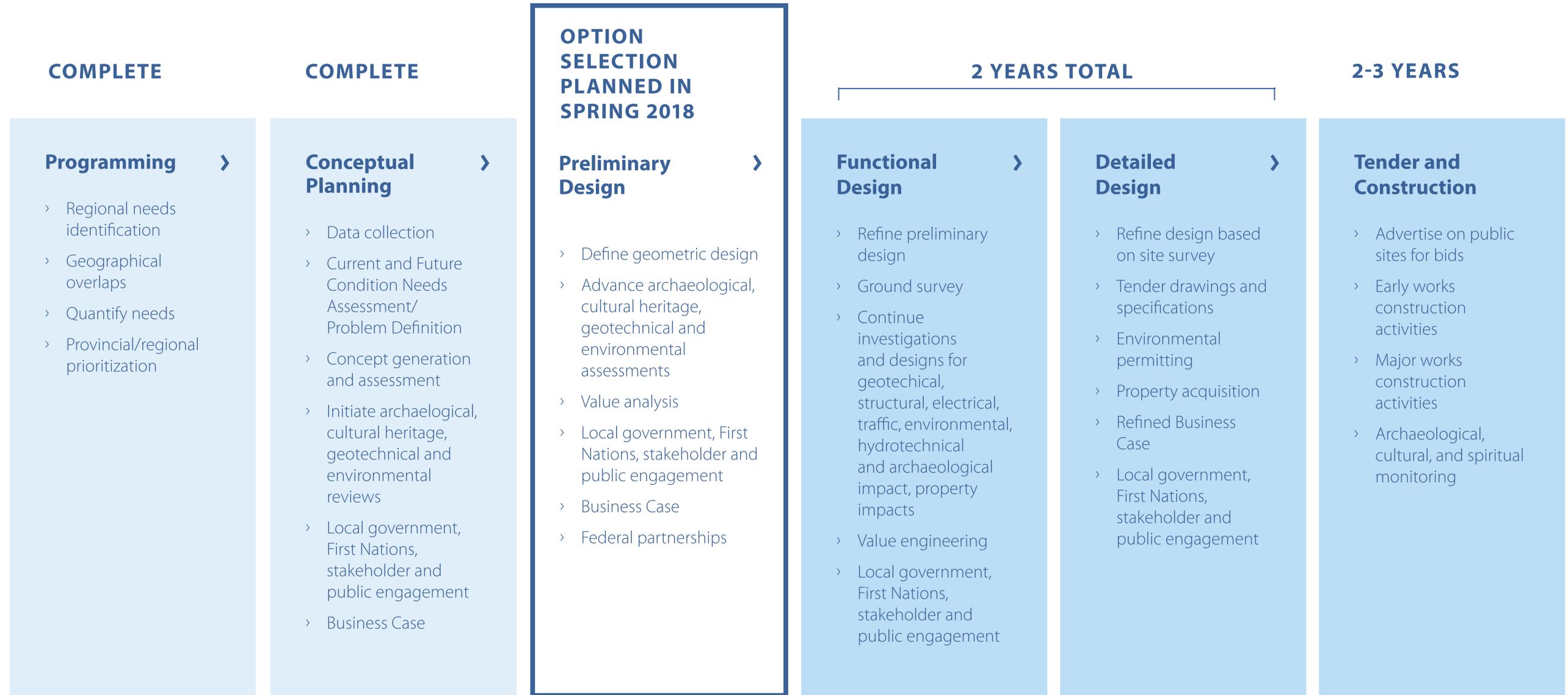
- › Driver confusion and safety issues related to headlight glare because of proximity of frontage road to the highway
- › Challenging construction and traffic management during construction, resulting in an extended construction period
- › Local government, First Nations and public feedback
- › Conceptual estimate indicated at least \$5 million higher in construction costs as compared to remaining options

Where are we now?

- › The Ministry of Transportation and Infrastructure is advancing preliminary design for the one bridge and two bridge options
- › Environmental and archaeological investigations are underway, including a Traditional Environmental Overview Assessment and Archaeological Impact Assessment
- › The ministry is preparing a federal funding submission for cost sharing



Project timeline



Why is the project needed?

Improving safety

- › Collision rates at the bridge and adjacent intersections (Old Sicamous Road, Old Spallumcheen Road and Gill Avenue) are higher than the provincial average.
- › Of the four intersections within this section of Highway 1, Old Spallumcheen Road has the highest number of recorded collisions.

Aging Infrastructure

- › The ministry carries out regular maintenance to keep the bridge in good operating condition until a new bridge is built. This includes regular inspections, surface maintenance, and repairs to bridge components as needed. But the bridge is over 50 years old and, while it is safe for users, the infrastructure is aging and the time has come for its replacement.
- › Major bridge rehabilitation has been considered, but it has been determined that bridge replacement is necessary given the condition and constraints of the aging structure and the significant risk associated with its rehabilitation.

Improving traffic flow

- › Traffic volumes are continuing to grow along the corridor serviced by the bridge, and improvements are needed to ensure that people and goods continue to move safely and efficiently.
- › Additional traffic generation from Old Spallumcheen Road will depend on phasing of development. Conservative development forecasts along Old Spallumcheen Road project an increase in peak traffic volumes from 50 to 550 vehicles per hour over the next 25 years.
- › Improvements are needed for pedestrians and cyclists, and to improve access to local roads, and support growth within the District of Sicamous.

Existing conditions (2015 am/pm peak hour traffic volumes)

OLD SPALLUMCHEEN ROAD AM PEAK (PM PEAK)



GILL AVENUE AM PEAK (PM PEAK)



SILVER SANDS ROAD AM PEAK (PM PEAK)



Public, local government and First Nations engagement

Since fall 2014, meetings have been held with the public, stakeholders, local government and First Nations, including Project Liaison Committee meetings, and First Nations Technical Working Group meetings, to get input on project options and local community needs.

NOVEMBER 15, 2016 Ministry of Transportation and Infrastructure Public Open House

- › **266** people attended a public open house held on November 15, 2016
- › **314** online and hard copy feedback forms collected between November 15, 2016 and January 16, 2017
- › 5-lane bridge had highest level of agreement (**65%**), followed by the 6-lane bridge (**35%**), and 4-lane bridge with Main Street bridge (**32%**)

FEBRUARY 21, 2017 District of Sicamous Town Hall Meeting

- › Attended by approximately **300** residents
- Key interests identified:**
- › Interconnectivity and construction impacts to future “Rails to Trails” corridor
 - › Design and footprint of Main Street bridge
 - › Local taxpayer implications of Main Street bridge
 - › Structure of a Project Agreement

APRIL 2017 Sicamous & District Chamber of Commerce, District of Sicamous and WorkBC Labour Mobility Action Team Business Survey

- › 4-lane bridge with Main Street bridge had highest level of agreement (**25**), followed by the 5-lane bridge (**3**)

SEPTEMBER 2017 The Community for No Bridge on Main Street Petition

- › Approximately **600** signatures
- Key interests identified:**
- › Local taxpayer implications of Main Street bridge
 - › Impacts as a result of Main Street bridge, including safety, traffic, environmental, access and vessel navigability
 - › Noise, aesthetics, and impacts to the existing park at Main Street Landing

Project Liaison Committee

A Project Liaison Committee was established in 2014 to obtain technical feedback from staff from First Nations, local governments, municipalities and utilities located adjacent to the highway corridor. Three Project Liaison Committee meetings were held in fall 2014/spring 2015.

The committee was re-established in fall 2017, with the addition of representation from local business stakeholders, residents and the local marine community.

Feedback from the Project Liaison Committee will be considered in selecting a preferred design option for the replacement of the Trans-Canada Highway 1 RW Bruhn Bridge.

First Nations Consultation

The Ministry of Transportation and Infrastructure is committed to ongoing engagement with the following First Nations: Splitsin, Adams Lake Indian Band, Little Shuswap Lake Indian Band, Neskonlith Indian Band, Shuswap Indian Band, and Okanagan Indian Band.

The ministry and First Nations meet regularly to discuss the project, including archaeological investigations, cultural heritage, environmental, and any other considerations for the project.

Feedback from First Nations will be considered in selecting a preferred design option for the replacement of the Trans-Canada Highway 1 RW Bruhn Bridge.

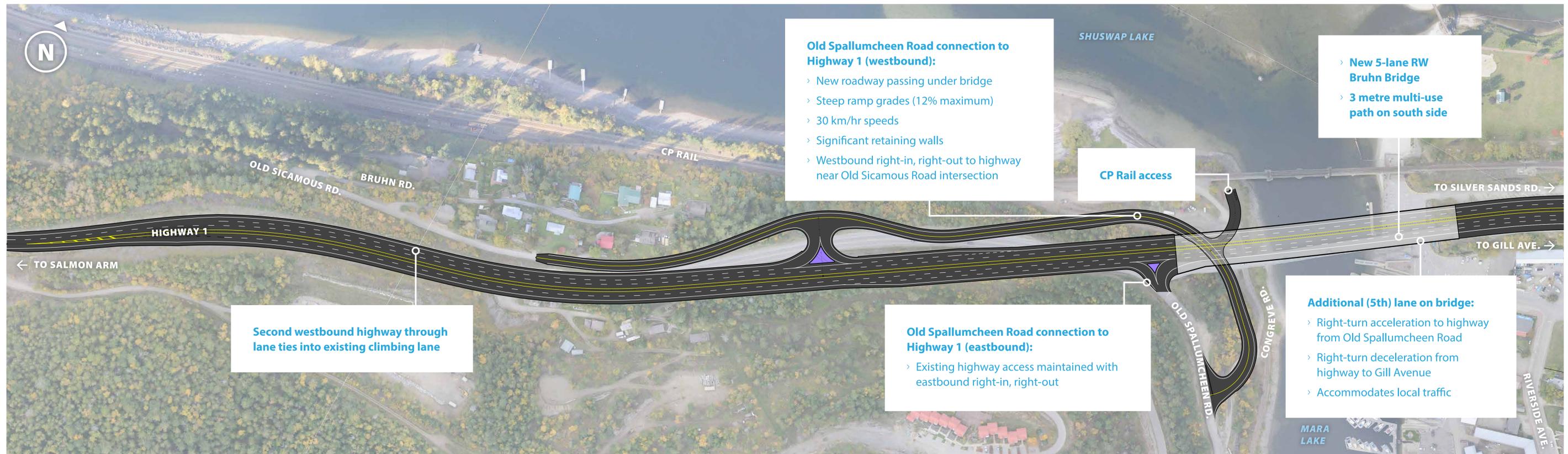


One bridge option: 5-lane bridge with approach improvements

What do you think of this option?

Tell us online at gov.bc.ca/bchwy1-bruhn, or ask a project team member for a feedback form.

Scan this code with your mobile to access the project page



Old Spallumcheen Road connection to Highway 1 (westbound):

- > New roadway passing under bridge
- > Steep ramp grades (12% maximum)
- > 30 km/hr speeds
- > Significant retaining walls
- > Westbound right-in, right-out to highway near Old Sicamous Road intersection

New 5-lane RW Bruhn Bridge

- > 3 metre multi-use path on south side

Second westbound highway through lane ties into existing climbing lane

Old Spallumcheen Road connection to Highway 1 (eastbound):

- > Existing highway access maintained with eastbound right-in, right-out

Additional (5th) lane on bridge:

- > Right-turn acceleration to highway from Old Spallumcheen Road
- > Right-turn deceleration from highway to Gill Avenue
- > Accommodates local traffic



One bridge option: 5-lane bridge with approach improvements



Preliminary artist's renderings. Subject to change.



Two bridge option: 4-lane bridge with Main Street bridge and approach improvements

Option A: Highway 1/Old Sicamous Road intersection is maintained

What do you think of this option?

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Two bridge option: 4-lane bridge with Main Street bridge and approach improvements

Option A: Highway 1/Old Sicamous Road intersection is maintained



Preliminary artist's renderings. Subject to change.



HIGHWAY 1 KAMLOOPS TO ALBERTA FOUR-LANING PROGRAM



Ministry of
Transportation
and Infrastructure

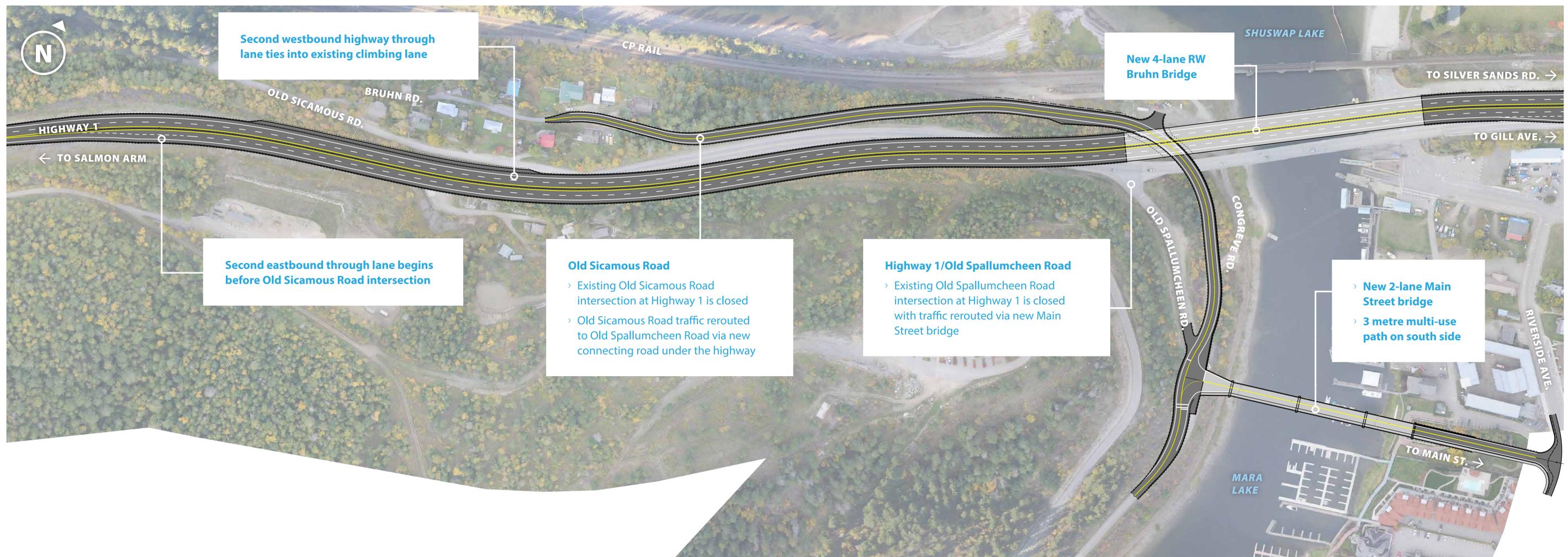
Two bridge option: 4-lane bridge with Main Street bridge and approach improvements

Option B: Highway 1/Old Sicamous Road intersection is closed

What do you think of this option?

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Two bridge option: 4-lane bridge with Main Street bridge and approach improvements

Option B: Highway 1/Old Sicamous Road intersection is closed



Preliminary artist's renderings. Subject to change.



East side intersection improvements: one bridge and two bridge options



Main Street bridge east approach



Preliminary artist's rendering based on conceptual bridge design. Subject to change.



Advantages and disadvantages

One bridge option: 5-lane bridge with approach improvements

Advantages

- › Improves intersection safety; acceleration and deceleration lanes are provided at Old Spallumcheen Road
- › Supports future development along Old Spallumcheen Road, given that development restrictions exist until highway access is improved
- › Improves westbound highway travel time for local traffic traveling from Old Spallumcheen Road, as compared to 4-lane bridge option
- › Requires one bridge crossing
- › Enhances local connectivity between the east and west sides of Sicamous, including cyclist and pedestrian access on south side of bridge
- › Smaller environmental footprint
- › Requires less consultation and approval from Transport Canada than two bridge option

Disadvantages

- › Slightly lower overall safety benefit as compared to 4-lane bridge option which closes existing Highway 1/Old Spallumcheen Road intersection
- › Increased traffic delays during construction as compared to the 4-lane bridge option, given extended construction period
- › New connecting road under the highway will require construction of significant retaining walls and steep ramp grades (maximum 12% grade)



Advantages and disadvantages

Two bridge option: 4-lane bridge with Main Street bridge and approach improvements

Advantages

- › Higher safety benefit than the 5-lane bridge option given full closure of Highway 1 and Old Spallumcheen Road intersection
- › Decreased traffic delays during construction as compared to the 5-lane bridge option, given reduced construction period
- › Option for local government ownership of Main Street bridge asset if desired, but not required
- › Enhances local connectivity between the east and west sides of Sicamous, including improvements to current cyclist and pedestrian networks on south side of Main Street bridge

Disadvantages

- › Increases westbound travel times for local traffic traveling from Old Spallumcheen Road, as compared to 5-lane bridge option
- › Larger environmental footprint because of second bridge
- › Requires more consultation and approval from Transport Canada, due to second bridge
- › Construction activity required in the vicinity of Main Street Landing
- › Increases traffic on Main Street
- › Heightened archaeological risk given larger environmental footprint



Next steps



We anticipate that the project would proceed to construction as early as 2020

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Notification

**Public Notice of Open House
RW Bruhn Bridge Replacement**

The Ministry of Transportation and Infrastructure invites the public to attend an open house to review plans for the future four-laning of Highway 1 in Sicamous, including the replacement of the RW Bruhn Bridge.

The feedback received at this open house will help inform the ministry as it moves forward to select an improvement option.

Ministry staff will be on hand to provide information and answer questions.

The drop-in open house is scheduled for the following date:

**Thursday, February 1, 2018
3:00 p.m. to 7:00 p.m.**
Sicamous and District Recreation Centre
1121 Eagle Pass Way, Sicamous, B.C.

Anyone unable to attend may view the display board materials and provide feedback at www.gov.bc.ca/bchwy1-projects

The materials will be posted February 1.

**For more information, please contact
Project Manager Jennifer Stites
by telephone at 778 257-7178
or by email at rwbruhnbridge@gov.bc.ca**



Newspaper Ad

Sicamous Eagle Valley News
Wednesday, January 17, 24, 31

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and Approaches Project**

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**THURSDAY, FEBRUARY 1, 2018
3:00 p.m. to 7:00 p.m.**
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1121 Eagle Pass Way, Sicamous, B.C.

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The materials will be posted February 1.

**For more information, please contact:
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778 257-7178 or by email at rwbruhnbridge@gov.bc.ca**



Postcard

Delivered to approximately
1,200 addresses in Sicamous

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Flyer

Distributed to Project Liaison
Committee members and local
strata management companies

 **INFORMATION BULLETIN**
Ministry of Transportation and Infrastructure

For Immediate Release
2018TRAN0010-000070
Jan. 22, 2018

Open house scheduled for Highway 1 Bruhn Bridge project

SICAMOUS – The Ministry of Transportation and Infrastructure is inviting the public to provide input at an upcoming open house, which will play an important role in the ministry's plan to improve safety and traffic flow through Sicamous.

Ministry staff will be on hand to answer questions and review plans for the replacement of the RW Bruhn Bridge and four-laning of Highway 1 between Old Sicamous Road and Silver Sands Road. The feedback received at the open house will help inform the ministry as it moves forward to select the best improvement option for the RW Bruhn Bridge replacement.

The media and public are welcome to attend the open house scheduled for:

Date: Thursday, Feb. 1, 2018
Time: 3–7 p.m.
Location:
Sicamous and District Recreation Centre
1121 Eagle Pass Way
Sicamous

If you are unable to attend but still want to provide feedback, all open house materials will be posted on Feb. 1 at: www.gov.bc.ca/bchwy1-projects

Learn More:

For additional Ministry of Transportation and Infrastructure engagement opportunities go to: <http://engage.gov.bc.ca/govtogetherbc/consultation/bruhn-bridge-replacement-project-2/>

To see more about the Kamloops to Alberta Border Four-Laning Program, go to: www.gov.bc.ca/bchwy1-projects

Contact:
Media Relations
Government Communications and Public
Engagement
Ministry of Transportation and Infrastructure
250 356-8241

News release

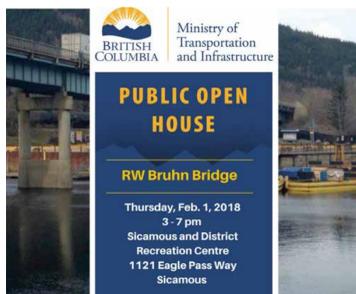
Released Monday, January 22

 Ministry of
Transportation
and Infrastructure

**PUBLIC OPEN
HOUSE**

RW Bruhn Bridge

Thursday, Feb. 1, 2018
3 – 7 pm
Sicamous and District
Recreation Centre
1121 Eagle Pass Way
Sicamous



Social media

Posted to BC Transportation's
Twitter and Facebook page

