



Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project

Community Engagement
November 15, 2016 to January 15, 2017

Engagement Summary Report

February 2017

Prepared by
Kirk & Co. Consulting Ltd.

Kirk&Co.

ABOUT KIRK & CO. CONSULTING LTD.

Kirk & Co. is a recognized industry leader in designing and implementing comprehensive public and stakeholder consultation and engagement programs. Utilizing best practices, consultation and engagement programs are designed to maximize opportunities for input. Kirk & Co. independently analyzes and reports on public and stakeholder input.

The views represented in this summary report reflect the priorities and concerns of consultation participants. They may not be representative of the views of the public and other stakeholders because participants self-selected into the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project engagement, and therefore do not reflect a random sample.

Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project

Community Engagement November 15, 2016 to January 15, 2017

Engagement Summary Report – February 2017

Table Of Contents

1. Background	4
2. Engagement with Local Government, First Nations and Stakeholders	4
3. Community Engagement: November 15, 2016 to January 15, 2017	6
3.1. Purpose	6
3.2. Engagement Participation	6
3.3. Engagement Topics	6
3.4. Notification	6
3.5. Engagement Methods	7
3.5.1. Display Boards and Feedback Form	7
3.5.2. Online Engagement	7
3.5.3. Open House	7
4. Engagement Results	8
4.1. Feedback Forms	8
4.2. Written Submissions	15
Appendix 1 – Notification Materials	16
Appendix 2 – Display Boards and Feedback Form	23

1. Background

The Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project is a part of the Highway 1 Kamloops to Alberta Four-Laning Program. The project extends along Highway 1 west of Old Sicamous Road to east of Gill Avenue, and includes potential intersection improvements/turn-lanes at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road. 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 percent of which are heavy trucks and \$2 billion of exports travel along the corridor to the Lower Mainland annually.

As a result of planning work that was undertaken, three options are being considered for the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project:

- **Option 1:** A new 6-lane bridge on Trans-Canada Highway 1
- **Option 2:** A new 5-lane bridge on Trans-Canada Highway 1
- **Option 3:** A new 4-lane bridge on Trans-Canada Highway 1 with an additional Main Street Bridge

Prior to engaging with the public and stakeholders, the Ministry conducted preliminary design work to determine the feasibility of the proposed options and to better understand the challenges associated with them. An independent technical review was conducted to refine the project scope, risks and costs. Preliminary design, environmental and archaeological investigations are currently underway.

2. Engagement with Local Government, First Nations and Stakeholders

Since fall 2014, several meetings have been held with District of Sicamous Council and First Nations (including Project Liaison Committee meetings and Council briefings) to get input on project options and local community needs.

Key themes from these meetings have included:

- Interest in the current conditions of RW Bruhn Bridge and future replacement;
- Need to address community road network planning and future of Old Spallumcheen Road intersection;
- Support for multi-use trails;
- Need to mitigate project effects on First Nations cultural heritage and the environment; and
- Willingness to further consider the potential for a Main Street Bridge.

In 2013, consultation sessions were held in communities along Highway 1 to gather input about improving the safety and reliability of the highway and help set investment priorities. In 2014, British Columbians were asked for their most pressing transportation needs as part of the development of B.C. on the Move, the Province's new 10-year transportation plan. Through B.C. on the Move's extensive public engagement, which included 44,000 website visits, 13,000 survey responses, 110 stakeholder meetings and a Twitter Town Hall, 73% agreed that expanding highway and bridge capacity was important.

Continuing to advance four-laning projects on the Trans-Canada Highway between Kamloops and Alberta is a priority action in B.C. on the Move. The Province has committed \$650 million for improvements over 10 years. Our goal is to increase investment in this section of Highway 1 to over \$1 billion with partners over the next 10 years. Since 2001, the provincial and federal governments have invested or committed more than \$980 million to improve the safety and reliability of the highway and upgrade it to a modern four-lane standard.

HOW FEEDBACK WILL BE CONSIDERED

Community feedback will be considered, along with technical, environmental and financial information, and feedback from local government and First Nations, in selecting an option for the replacement of Trans-Canada Highway 1 RW Bruhn Bridge to complete the preliminary design.

3. Community Engagement: November 15, 2016 to January 15, 2017

3.1. PURPOSE

The Ministry of Transportation and Infrastructure held a community engagement period from November 15, 2016 to January 15, 2017 to seek feedback from the public regarding the three options that are being considered for the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project.

Engagement materials, including an online feedback form and materials for the public open house were posted online at gov.bc.ca/bchwy1-projects.

3.2. ENGAGEMENT PARTICIPATION

There were a total of **604** participant interactions during the community engagement period:

- **266** people attended a public open house on November 15, 2016
- **314** completed feedback forms were received (**281** online, **33** hard copy)
- **24** written submissions were received through email or mail

3.3. ENGAGEMENT TOPICS

The community engagement period provided information and sought feedback regarding three options that are being considered for the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project. The display boards and feedback form provided background on the bridge replacement objectives and the bridge replacement options. Design information and renderings were provided to inform participants about replacement options 1, 2 and 3.

Participants were encouraged to engage and provide their opinions regarding the replacement options for Trans-Canada Highway 1 RW Bruhn Bridge specifically relating to their levels of agreement to each of the three replacement options, and any additional comments.

3.4. NOTIFICATION

Notification of opportunities to participate in the community engagement period included:

- **News release:** A news release, inviting the public and media to the open house on November 15, 2016 was distributed by Government Communications and Public Engagement on behalf of the Ministry of Transportation and Infrastructure (<https://news.gov.bc.ca/releases/2016TRAN0344-002289>).
A second news release was distributed on December 1, 2016 to let the public know the deadline for feedback had been extended to January 15, 2017 (<https://news.gov.bc.ca/releases/2016TRAN0380-002562>).
- **Newspaper advertising:** A print advertisement regarding the public open house was featured in Sicomous Eagle Valley News on November 2 and 9, 2016.
- **Social media:** Eleven tweets were sent from @TranBC, four tweets from @BCGovNews, and two tweet from @toddstonebc.

- **Engagement website:** All engagement materials were available on the project website on November 15, 2016 (gov.bc.ca/bchwy1-projects).
- **Sicamous and District Recreation Centre:** An advertisement was posted at the Sicamous and District Recreation Centre that outlined information about the project, how to provide feedback and details regarding the open house.

A copy of the notification materials can be found in Appendix 1.

3.5. ENGAGEMENT METHODS

3.5.1. Display Boards and Feedback Form

Display boards provided information about the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project, including: investment in Trans-Canada Highway 1; the RW Bruhn Bridge replacement objectives; past and present public engagement activities; as well as technical information relating to the three proposed replacement options. The display boards included maps illustrating the three proposed replacement options.

The feedback form included an overview of the proposed replacement options and provided an opportunity for participants to provide their feedback regarding the three proposed replacement options.

A copy of the open house display boards and feedback form can be found in Appendix 2.

3.5.2. Online Engagement

All community engagement materials were available at gov.bc.ca/bchwy1-projects, including electronic copies of the open house display boards and a feedback form that could be submitted online. Of the 314 feedback forms received, 281 were submitted online.

3.5.3. Open House

266 participants attended a public open house on November 15, 2016. The display boards were provided to attendees in print form and were displayed around the room. Project team members were available to answer questions, and attendees were encouraged to fill out the feedback form in hard copy at the open house or online.

4. Engagement Results

4.1. FEEDBACK FORMS

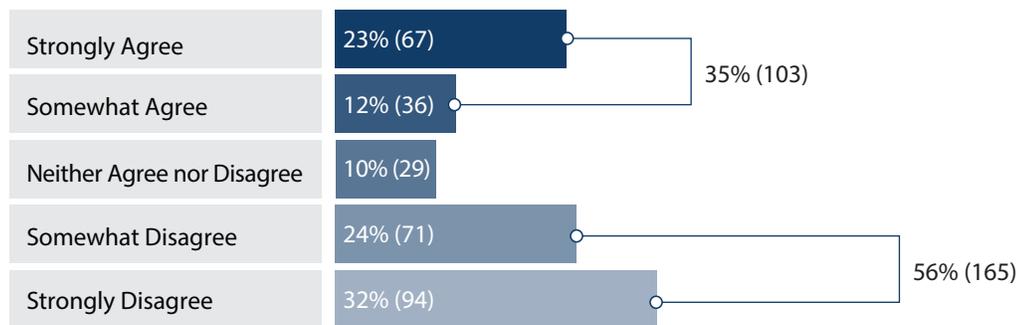
A total of 314 feedback forms regarding the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project were received during the engagement period from November 15, 2016 to January 15, 2017.

Following are the feedback form questions and a summary of responses received. This summary reflects the comments most frequently mentioned by respondents. Themes with a 5% or lower mention rate have not been included in the qualitative results.

Note: The number of comments may exceed the total commenting, as respondents may have commented on more than one topic. Some totals may not add up to 100% due to rounding.

Option 1: New 6-Lane Bridge on Trans-Canada Highway 1

1a) Please indicate your level of agreement with **Option 1: New 6-lane Bridge on Trans-Canada Highway 1** for the replacement of Trans-Canada Highway 1 RW Bruhn Bridge:



Total Responses: 297

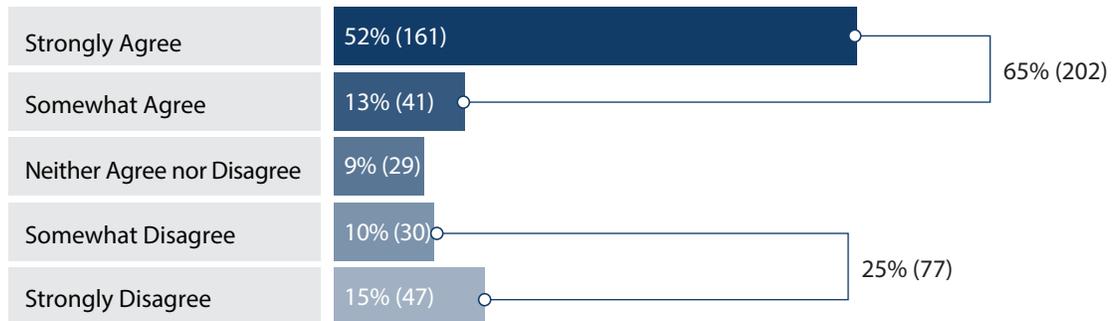
1b) Please provide reasons for your level of agreement:

Key themes from comments regarding level of agreement (163 Responses)	Number of Mentions
Participants provided reasons for disagreeing with Option 1:	
Higher cost	36
Anticipated construction impacts, including traffic management and an extended construction period	19
Circuitous access to/from Old Spallumcheen Road	16
Safety concerns, including headlight glare, and mixing local traffic and pedestrians with highway traffic	15
Restricts access to/from Gill Avenue	14
Concerns regarding bridge size, noting that there's no need for 6 lanes	12
Does not improve community connectivity, including pedestrian/cyclist access	12
Concerns regarding the frontage road, and that it will cause confusion and restrict access	8

Key themes from comments regarding level of agreement (163 Responses)	Number of Mentions
Participants provided reasons for agreeing with Option 1:	
Addresses increased capacity and future demand on Highway 1	16
Reduces neighbourhood impacts, does not disrupt Main Street traffic, and lessens the impact to businesses, community character, aesthetics and Sicamous Beach Park	12
Only requires one bridge crossing	11
Increases pedestrian, cyclist and vehicle safety	10
Eliminates municipal maintenance requirement	9
General support	8
Additional Comments:	
Participants expressed support for Option 2: New 5-Lane Bridge	12

Option 2: New 5-Lane Bridge on Trans-Canada Highway 1

2a) Please indicate your level of agreement with **Option 2: New 5-lane Bridge on Trans-Canada Highway 1** for the replacement of Trans-Canada Highway 1 RW Bruhn Bridge:



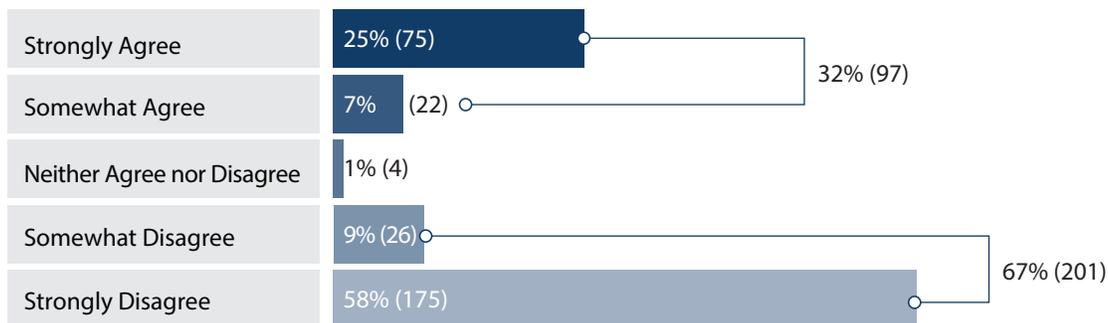
Total Responses: 308

2b) Please provide reasons for your level of agreement:

Key themes from comments regarding level of agreement (177 Responses)	Number of Mentions
Participants provided reasons for agreeing with Option 2:	
General support	62
Improves east-west access at Old Spallumcheen Road	34
Reduces neighbourhood impacts, does not disrupt Main Street traffic, and lessens the impact to businesses, community character, aesthetics and Sicamous Beach Park	27
Lower construction cost	16
Eliminates municipal maintenance requirement	12
Only requires one bridge crossing	11
Maintains access to/from Gill Avenue	9
Improves traffic flow, safety and access to Highway 1	8
Participants provided reasons for disagreeing with Option 2:	
Creates circuitous access routes and limits community connectivity	13
Safety concerns regarding the steep ramp grades	8
Additional comments:	
Participants expressed opposition to Main Street Bridge, noting that two bridges are not required	16

Option 3: New 4-Lane Bridge on Trans-Canada Highway 1 with an Additional Main Street Bridge

3a) Please indicate your level of agreement with **Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge** for the replacement of Trans-Canada Highway 1 RW Bruhn Bridge:



Total Responses: 302

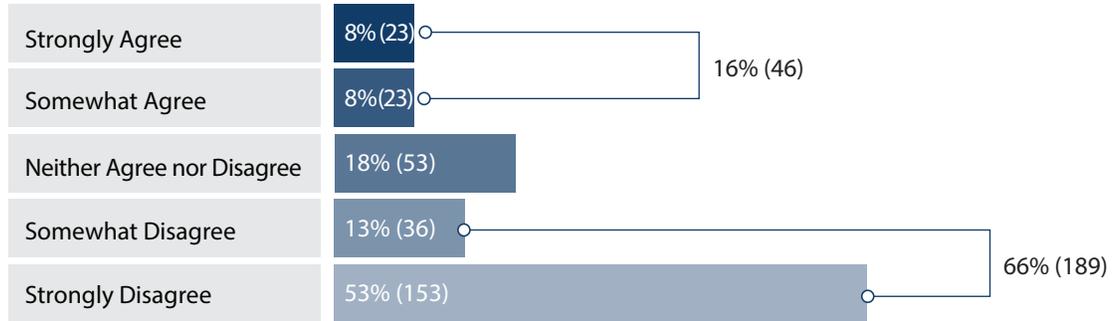
3b) Please provide your reasons for your level of agreement:

Key themes from comments regarding level of agreement (203 Responses)	Number of Mentions
Participants provided reasons for disagreeing with Option 3:	
Community impacts – Main Street traffic, pedestrian safety, impacts to businesses and community atmosphere	87
Opposition to the District of Sicamous maintaining the bridge due to the potential for increased taxes	61
Impacts to marine traffic	22
Opposition to Main Street Bridge, noting that two bridges are not required	19
General opposition	19
Property impacts, including loss in property value	16
Environmental impacts, including pollution, and impacts to marine vegetation and wildlife	16
Impacts to existing dock facilities	12
Participants provided reasons for agreeing with Option 3:	
Improves safety and traffic flow, and separates local traffic	21
Connects the east and west sides of Sicamous	18
Addresses long-term capacity, growth, tourism and access needs	15
General support	14
Additional Comments:	
Participants commented that they would prefer Option 3, if the municipal maintenance requirement was eliminated	12

Option 3: Preliminary Design Intersection Refinements - West Side Intersection Configuration Option A: Improve Old Sicamous Road Intersection

4a) Should Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge be selected to complete the preliminary design, please rate your level of agreement with

West Side Intersection Configuration Option A: Improve Old Sicamous Road Intersection:



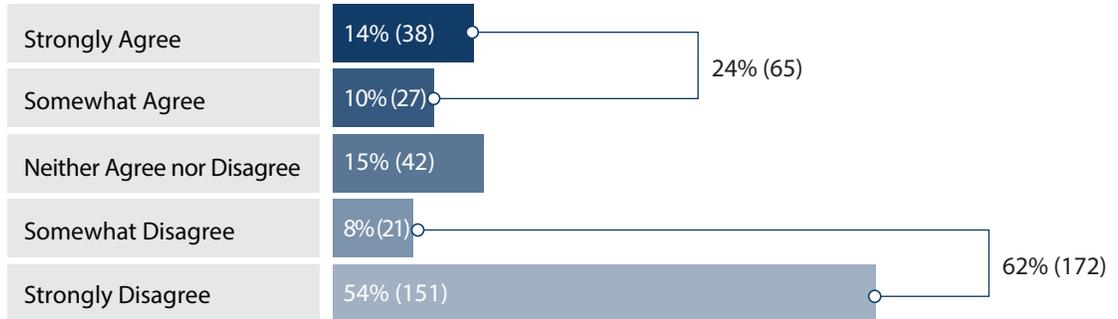
Total Responses: 288

4b) Please provide your reasons for your level of agreement:

Key themes from comments regarding level of agreement (105 Responses)	Number of Mentions
Participants expressed general opposition to Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge	41
Participants provided reasons for disagreeing with West Side Intersection Configuration Option A:	
Safety concerns regarding the Old Sicamous Road and Hwy 1 intersection	11
Community and property impacts	6
Increases traffic congestion	5
Participants provided reasons for agreeing with West Side Intersection Configuration Option A:	
Improves traffic flow, and provides direct access to and from Old Sicamous Road and Highway 1	8
General support	5

Option 3: Preliminary Design Intersection Refinements - West Side Intersection Configuration Option B: Old Sicamous Road Realignment

5a) Should Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge be selected to complete the preliminary design, please rate your level of agreement with **West Side Intersection Configuration Option B: Old Sicamous Road Realignment:**



Total Responses: 279

5b) Please provide your reasons for your level of agreement:

Key themes from comments regarding level of agreement (106 Responses)	Number of Mentions
Participants expressed opposition to Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge	41
Participants agreed with West Side Intersection Configuration Option B because it eliminates the Old Sicamous Road and Highway 1 intersection, noting that this will improve safety	27
Participants disagreed with West Side Intersection Configuration Option B because it creates circuitous travel for Old Sicamous Road traffic, also noting concerns regarding the steep grade at Old Sicamous Road	8
Participants expressed general support for West Side Intersection Configuration Option B	6

Additional Comments

6. Please provide any additional comments you may have regarding the Highway 1 Trans-Canada RW Bruhn Bridge Replacement Project.

Key themes from additional comments (129 responses)	Number of Mentions
Participants expressed opposition to Main Street Bridge, noting that two bridges are not required	22
Participants expressed opposition to the District of Sicamous maintaining the bridge due to the potential for increased taxes	22
Desire for more direct public involvement in the decision-making process regarding the project and requested access to more detailed project information	20
Participants expressed general support for Option 2: New 5-Lane Bridge on Trans-Canada Highway 1	15
Participants expressed support for the project, with some respondents noting the need for a new bridge, and requesting construction begin as soon as possible	12
Concerns regarding community impacts, including Main Street traffic, pedestrian safety, impacts to businesses and community atmosphere	11
Participants expressed general opposition to Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge	10
Participants expressed general support for Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge	7
Participants provided detailed bridge design suggestions	7
Participants requested safe and efficient access within Sicamous, including to/ from Old Spallumcheen Road, Gill Avenue and Silver Sands Road	6
Concerns regarding the design of any at-grade Highway 1 intersections	6
Participants noted the importance of safety and improving traffic flow	6

4.2. WRITTEN SUBMISSIONS

A total of 24 participants provided additional comments by email and mail regarding the Highway 1 Trans-Canada RW Bruhn Bridge Replacement Project. Following are the key themes.

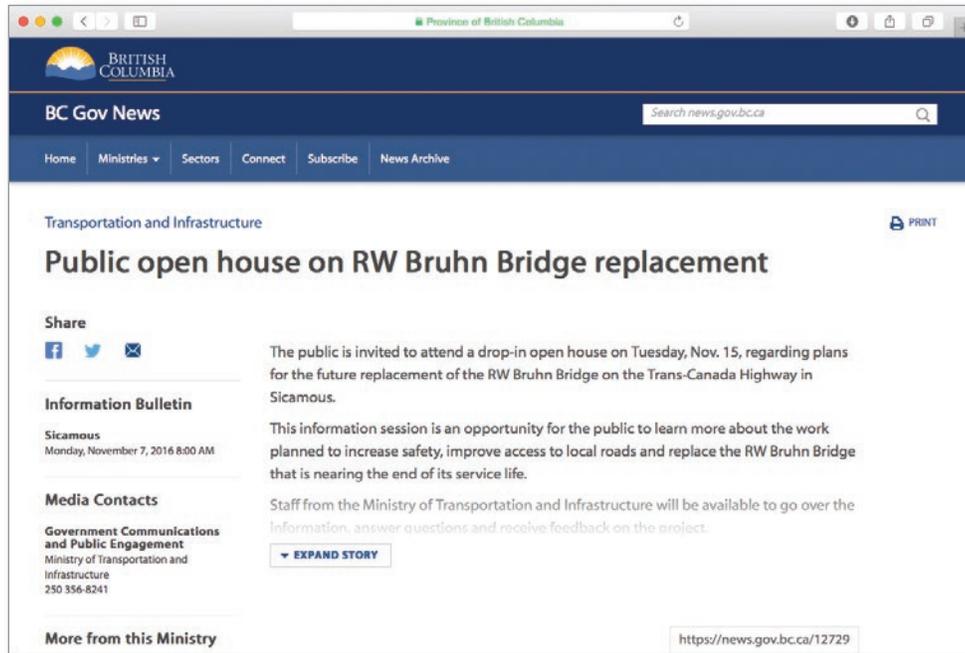
Note: The number of comments may exceed the total commenting, as respondents may have commented on more than one topic.

Key themes from written submissions (24 responses)	Number of Mentions
Participants expressed opposition to Main Street Bridge	8
Participants expressed concern regarding community impacts, including Main Street traffic, pedestrian safety, Main Street dock, impacts to businesses and community atmosphere	6
Participants expressed opposition to the District of Sicamous maintaining the bridge due to the potential for increased taxes	6
Participants disagreed with Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge because of anticipated decreases in property values	4
Desire for more direct public involvement in the decision-making process regarding the project and requested access to more detailed project information	4
Participants provided detailed bridge design suggestions, with some respondents suggesting the construction of a 4-lane bridge	4
Concerns regarding decreases in property value, enquiring about compensation and property access	4
Participants expressed the importance of pedestrian and cycling access and connectivity, and provided detailed design suggestions	3
Participants agreed with Option 2: New 5-Lane Bridge on Trans-Canada Highway 1, stating that it improves safety and traffic flow, and separates local traffic	2
Participants requested safe and efficient access within Sicamous, including to/ from Old Spallumcheen Road, Gill Avenue and Silver Sands Road	2
Participants commented that they would prefer Option 3, if the municipal maintenance requirement was eliminated	2
Participants provided detailed road connection suggestions	2
Participants expressed general support for Option 2: New 5-Lane Bridge on Trans-Canada Highway 1	2

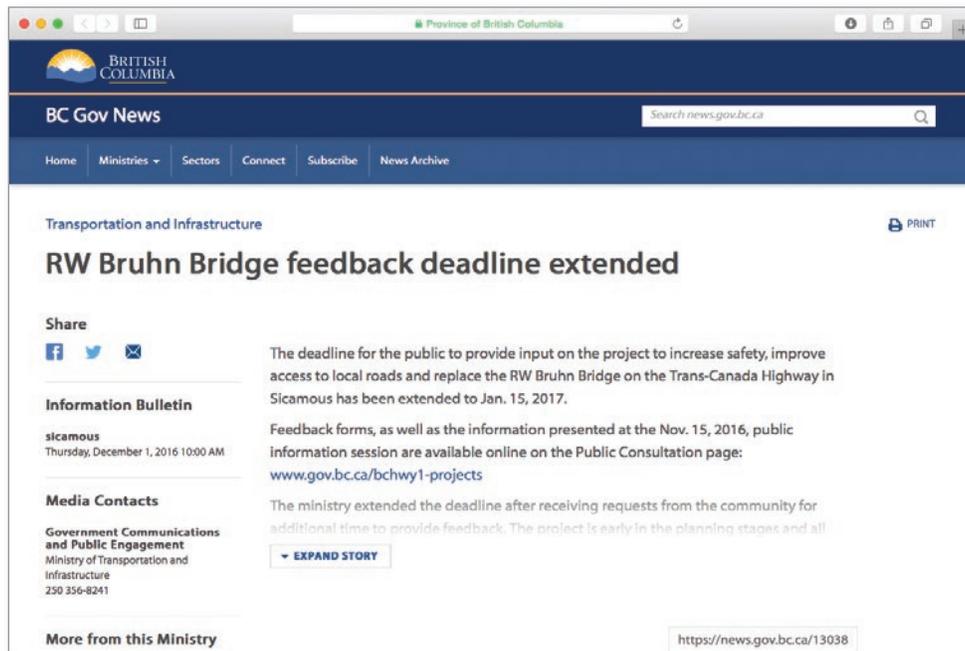
Appendix 1: Notification Materials

1. News Release

<https://news.gov.bc.ca/releases/2016TRAN0344-002289>



<https://news.gov.bc.ca/releases/2016TRAN0380-002562>



2. Newspaper Advertising

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 future replacement of the RW Bruhn Bridge on Highway 1 in Sicamous.

The RW Bruhn Bridge is nearing the end of its service life and planning work has begun for its future replacement.

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

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

**Tuesday November 15, 2016
4:00 p.m. to 8:00 p.m.
Sicamous & District Recreational Centre
1121 Eagle Pass Way
Sicamous, B.C.**

**For more information, please contact
the ministry at 250 371-3861**



3. Social Media

 **BC Transportation** @TranBC Following

Learn about improving access to [#Sicamous](#) at the RW Bruhn Bridge replacement Open House today bit.ly/2ewtAZc [#BCHwy1](#)



 **BC Transportation** @TranBC Following

Learn about improving access to [#Sicamous](#) at the RW Bruhn Bridge replacement Open House tomorrow bit.ly/2ewtAZc [#BCHwy1](#)



 **BC Transportation** @TranBC Following

Learn about improving access to [#Sicamous](#) at the RW Bruhn Bridge replacement Open House Nov 15 bit.ly/2ewtAZc [#BCHwy1](#)



 **BC Transportation** @TranBC Following

Learn about improving access to [#Sicamous](#) at the RW Bruhn Bridge replacement Open House Nov 15 bit.ly/2ewtAZc [#BCHwy1](#)



3. Social Media *continued*


BC Transportation   **Following**
 @TranBC

Learn about improving access to [#Sicamous](#) at the RW Bruhn Bridge replacement Open House Tuesday, Nov 15 bit.ly/2ewtAZc [#BCHwy1](#)


BC Government News   **Following**
 @BCGovNews

Public open house Nov 15 on RW Bruhn Bridge replacement, ow.ly/D8OI305X4XD [#BContheMove](#) [#Sicamous](#)


BC Government News   **Following**
 @BCGovNews

Public open house Nov 15 on RW Bruhn Bridge replacement, ow.ly/ah2b305WU4x [#BContheMove](#) [#Sicamous](#)


BC Government News   **Following**
 @BCGovNews

NEW: Public open house on RW Bruhn Bridge replacement, ow.ly/TOFk305W1Yz [#Sicamous](#) [#BCHwy1](#) [#BContheMove](#)


Todd Stone  **Follow**
 @toddstonebc

On Nov 15 come out to the Rec Centre from 4-8 and see plans to replace the RW Bruhn Bridge on Hwy1 in [#SicamousBC](#). news.gov.bc.ca/12729

3. Social Media *continued*

 **BC Transportation** @TranBC · 29 Nov 2016
 Extended! You now have until Dec. 15 to provide feedback on the #Sicamous RW Bruhn Bridge replacement. More here: bit.ly/2fIVPog

↩️ ↻️ ❤️

 **BC Transportation** @TranBC · 30 Nov 2016
 Extended! You now have until Dec. 15 to provide feedback on the #Sicamous RW Bruhn Bridge replacement. More here: bit.ly/2fIVPog

↩️ ↻️ 3 ❤️ 1

 **BC Government News** @BCGovNews · 1 Dec 2016
 NEW: RW Bruhn Bridge feedback deadline extended, ow.ly/IHfq306JFW #Sicamous

↩️ ↻️ ❤️

 **Todd Stone** @toddstonebc · 1 Dec 2016
 Want to comment on plans for the RW Bruhn Bridge on #BCHwy1 in #SicamousBC? New deadline is Dec 15, form & info @ ow.ly/HdVo306E4mc

↩️ ↻️ ❤️ 1

 **BC Transportation** @TranBC · 1 Dec 2016
 Even more time! You now have until Jan. 15 to give feedback on the #Sicamous RW Bruhn Bridge replacement. More here: bit.ly/2fIVPog

↩️ ↻️ ❤️

 **BC Transportation** @TranBC · 2 Dec 2016
 Even more time! You now have until Jan. 15 to give feedback on the #Sicamous RW Bruhn Bridge replacement. More here: bit.ly/2fIVPog

↩️ ↻️ ❤️ 1

3. Social Media *continued*

 **BC Transportation** @TranBC · Jan 14
 Last day for **RW Bruhn Bridge** public feedback is tomorrow (Jan 15)
bit.ly/2jO1D6c #Sicamous



← ↻ ❤

 **BC Transportation** @TranBC · Jan 15
 Today is the last day for **RW Bruhn Bridge** public feedback bit.ly/2jO1D6c
 #Sicamous



← ↻ ❤

Appendix 2: Display Boards and Feedback Form

Welcome

Thank you for attending this community engagement on the Trans-Canada Highway 1 RW Bruhn Bridge Replacement, part of the Highway 1 Kamloops to Alberta Four-Laning Program.

Community Engagement November 15 – November 29, 2016.

We want to hear from you

Please provide us with your feedback by Tuesday, November 29, 2016.

You can provide us with your feedback by:

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

How feedback will be considered

Community feedback will be considered, along with technical, environmental and financial information, and feedback from local government and First Nations, in selecting an option for the replacement of the Trans-Canada Highway 1 RW Bruhn Bridge to complete the preliminary design.



HIGHWAY 1 KAMLOOPS TO ALBERTA FOUR-LANING PROGRAM



Ministry of
Transportation
and Infrastructure

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 percent of which are heavy trucks

\$2 billion of exports travel along the corridor to the Lower Mainland annually



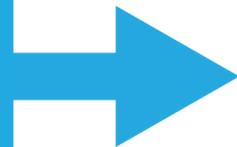
HIGHWAY 1 KAMLOOPS TO ALBERTA FOUR-LANING PROGRAM



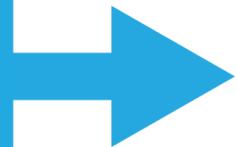
Ministry of
Transportation
and Infrastructure

Public Input Helps To Set Investment Priorities

In 2013, consultation sessions were held in communities along Highway 1 to gather input about improving the safety and reliability of the highway.



In 2014, British Columbians were asked for their most pressing transportation needs as part of the development of *B.C. on the Move*, the Province's new 10-year transportation plan.



Through *B.C. on the Move's* extensive public engagement, which included 44,000 website visits, 13,000 survey responses, 110 stakeholder meetings and a Twitter Town Hall, 73% agreed that expanding highway and bridge capacity was important.

Continuing to advance four-laning projects on the Trans-Canada Highway between Kamloops and Alberta is a priority action in *B.C. on the Move*. The Province has committed \$650 million for improvements over 10 years. Our goal is to increase investment in this section of Highway 1 to over \$1 billion with partners over the next 10 years. Since 2001, the provincial and federal governments have invested or committed more than \$980 million to improve the safety and reliability of the highway and upgrade it to a modern four-lane standard.



About the RW Bruhn Bridge Project

The Trans-Canada Highway 1 RW Bruhn Bridge Project extends along Highway 1 west of Old Sicamous Road to east of Gill Avenue, and includes potential intersection improvements/turn-lanes at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road.

As a result of planning work that was undertaken, three options are being considered for the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project:

Option 1	New 6-lane bridge on Trans-Canada Highway 1
Option 2	New 5-lane bridge on Trans-Canada Highway 1
Option 3	New 4-lane bridge on Trans-Canada Highway 1 with an additional Main Street Bridge

Local government and First Nations engagement

Since fall 2014, several meetings have been held with District of Sicamous Council and First Nations (including Project Liaison Committee meetings and Council briefings) to get input on project options and local community needs.

Key themes from these meetings have included:

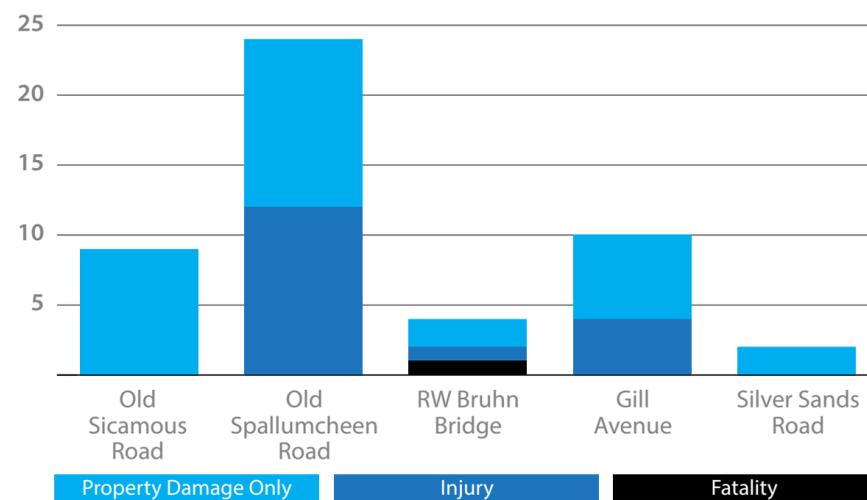
- Interest in the current conditions of RW Bruhn Bridge and future replacement
- Need to address community road network planning and future of Old Spallumcheen Road intersection
- Support for multi-use trails
- Need to mitigate project effects on First Nations cultural heritage and the environment
- Willingness to further consider the potential for a Main Street Bridge



Why Is The RW Bruhn Bridge Project Needed? Improving Safety

There were 56 collisions in a 10-year period (2005-2015) on this section of Highway 1. Of these, there was 1 fatality, 20 involved injuries and 35 involved property damage.

HIGHWAY 1 COLLISIONS 2006–2015



- › Of the four intersections within this section of Highway 1, Old Spallumcheen Road had the highest number of recorded collisions at 24 – more than two times higher than the next highest frequency intersection.
- › Rear-end collisions represent almost 35% of all collisions occurring along this segment. The majority of rear-end collisions have occurred within the vicinity of Old Spallumcheen Road and the RW Bruhn Bridge.
- › This section of Highway 1 is considered to be collision prone, as the collision rate is greater than the provincial average.
- › Similarly, the intersections at Old Sicamous Road, Old Spallumcheen Road and Gill Avenue all experience collision rates greater than the provincial average and are considered to be collision prone locations.

Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project objectives:

- Improve safety, traffic flow and movement of goods
- Improve safety for pedestrians and cyclists
- Address aging bridge infrastructure
- Improve access to local roads and facilitate development



HIGHWAY 1 KAMLOOPS TO ALBERTA FOUR-LANING PROGRAM



Ministry of
Transportation
and Infrastructure

Why Is The RW Bruhn Bridge Project Needed? 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.

- › Currently, the average daily traffic volumes along this section of Highway 1 are approximately 5,750 vehicles a day (up to approximately 9,450 vehicles a day during the summer).
- › Intersections along Highway 1 within the study corridor currently experience minimal delays.
- › Future development along Old Spallumcheen Road could see up to an additional 590 vehicles per hour trying to access the highway during the afternoon peak hour, over the next 25 years.
- › Improvements are also needed for pedestrians and cyclists, and to improve access to local roads, and support growth within the District of Sicamous.

2015 AM/PM PEAK HOUR TRAFFICE VOLUMES – EXISTING CONDITIONS

OLD SPALLUMCHEEN ROAD – AM PEAK (PM PEAK)



GILL AVENUE – AM PEAK (PM PEAK)



SILVER SANDS ROAD – AM PEAK (PM PEAK)



Why Is The RW Bruhn Bridge Project Needed? Aging Infrastructure

Built in 1952, Trans-Canada Highway 1 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.

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 to begin planning for its replacement.



HIGHWAY 1 KAMLOOPS TO ALBERTA FOUR-LANING PROGRAM



Ministry of
Transportation
and Infrastructure

Work to Date

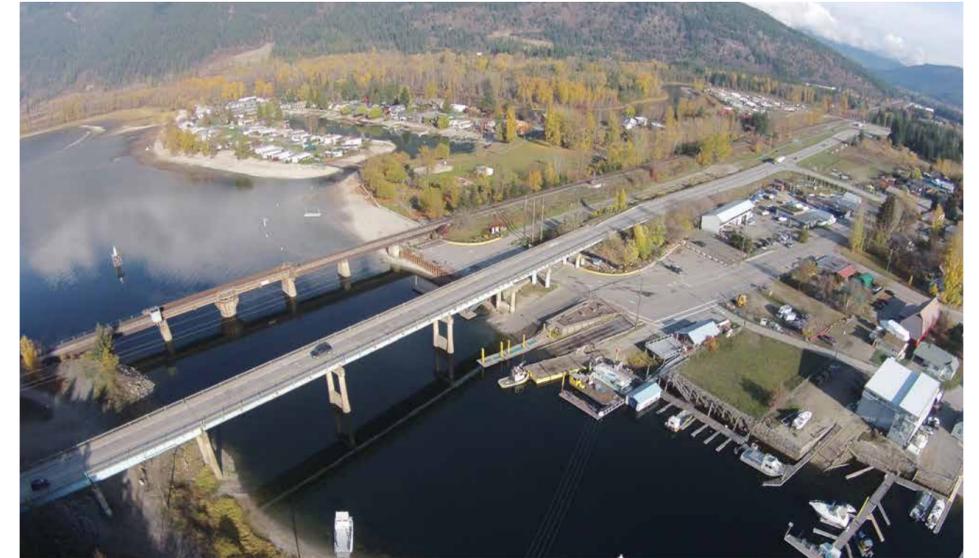
Prior to engaging with the public and stakeholders, the Ministry conducted preliminary design work to determine the feasibility of the options and to better understand the challenges associated with them.

This included:

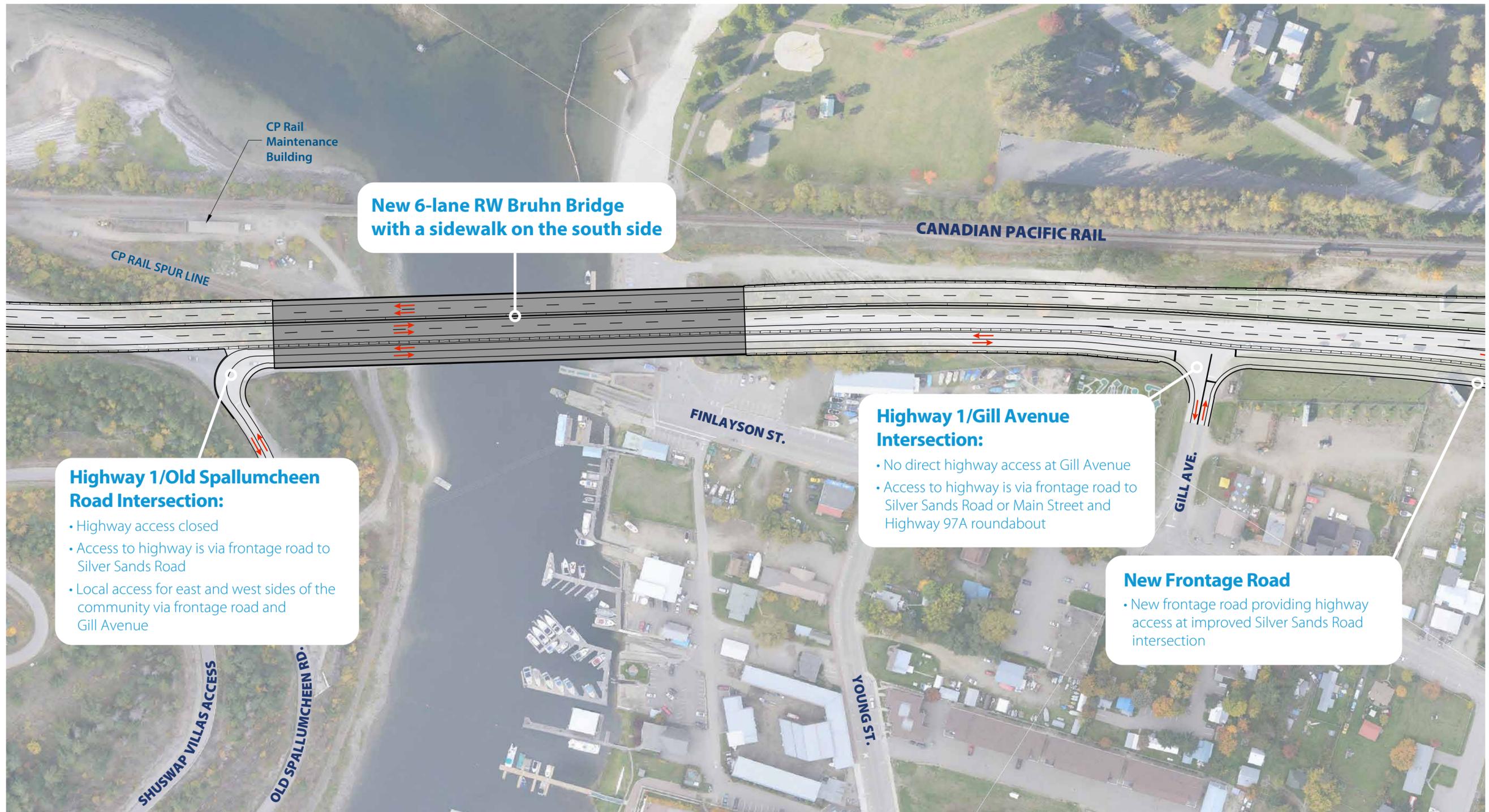
- › Undertaking road safety and formal Independent Technical Review studies
- › Determining optimized intersection configurations
- › Assessing rock cuts and costs in more detail
- › Defining project risks
- › Initiating archaeological and heritage investigations
- › Examining options for local connections like the Main Street Bridge
- › Continuing discussions with BC Hydro, BC Transmission and CP Rail

Where are we now:

- › Preliminary design is underway
- › Independent technical review (to refine project scope, risks and costs) is complete
- › Environmental and archaeological investigations are underway



Option 1: New 6-Lane Bridge on Trans-Canada Highway 1



Option 1: New 6-Lane Bridge on Trans-Canada Highway 1

Advantages

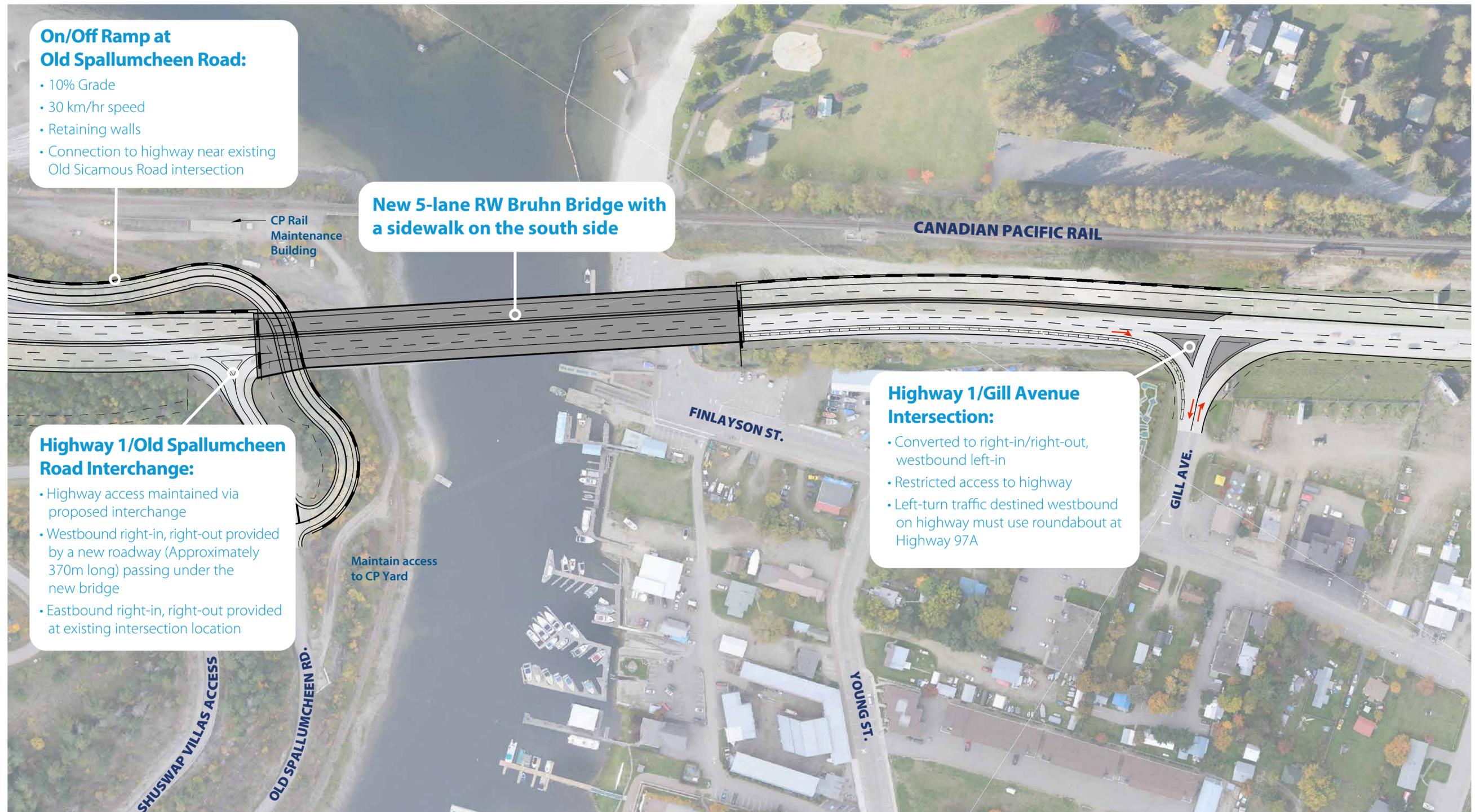
- Improves intersection safety
- Supports future development proposed along Old Spallumcheen Road
- Provides sidewalk on south side of bridge for pedestrians
- Enhances safety and local access to businesses and services with a parallel frontage road that eliminates the Old Spallumcheen Road intersection
- Only requires one bridge crossing

Disadvantages

- Challenging construction and traffic management during construction, resulting in an extended construction period
- Larger project footprint due to large amount of excavation required
- Headlight glare for Highway 1 users, because of proximity of frontage road to the highway
- Winter maintenance challenges on the new bridge and frontage road due to significant overall width
- Highest construction cost



Option 2: New 5-Lane Bridge on Trans-Canada Highway 1



Option 2: New 5-Lane Bridge on Trans-Canada Highway 1

Advantages

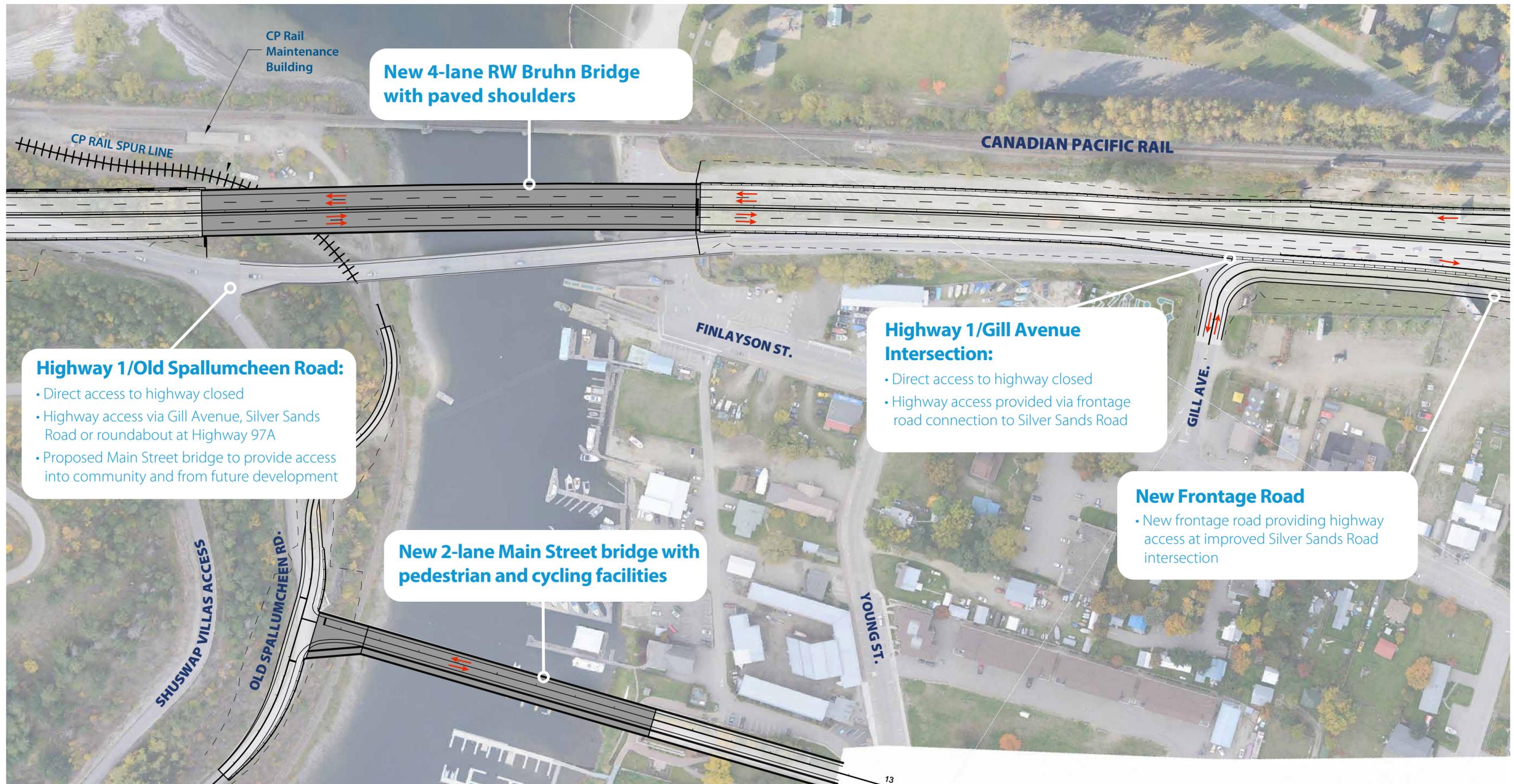
- Improves intersection safety
- Provides full-movement highway access at Old Spallumcheen Road
- Supports future development proposed along Old Spallumcheen Road
- Improves west-bound travel times, compared to other options
- Only requires one bridge crossing
- Lower construction cost than Option 1

Disadvantages

- Challenging construction and traffic management during construction, resulting in an extended construction period
- Interchange will require construction of retaining walls and steep ramp grades
- Larger project footprint due to large amount of excavation and complex ramps required at Old Spallumcheen Road
- Property required from CP Rail and potential operational impacts
- Challenges for winter maintenance on Old Spallumcheen Road and the west-bound ramp



Option 3: New 4-Lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge



Option 3: New 4-Lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge

Advantages

- Improves intersection safety
- Supports future development proposed along Old Spallumcheen Road
- Improves constructability of new RW Bruhn Bridge, since the traffic can use the existing bridge more easily while the new bridge is being built
- Reduces quantity of rock excavation and fill required
- Main Street Bridge could carry planned municipal services across Sicamous Narrows
- Enhances local connectivity between the east and west sides of Sicamous, including cyclist and pedestrian access associated with planned trail network
- Lower construction cost than Option 1 (comparable cost to Option 2)

Disadvantages

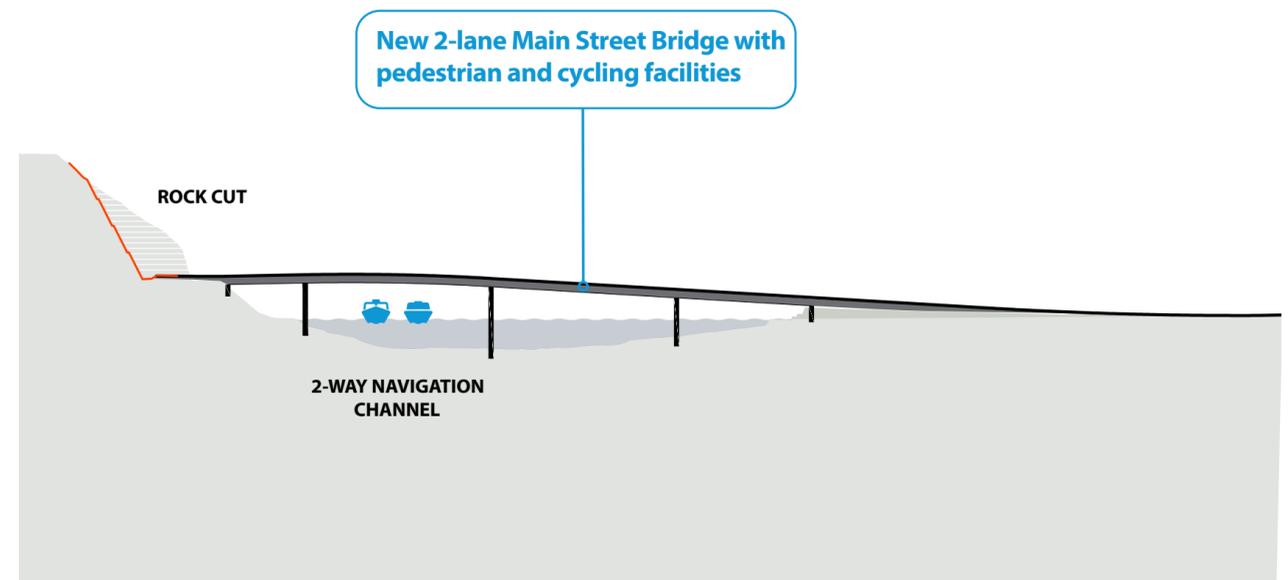
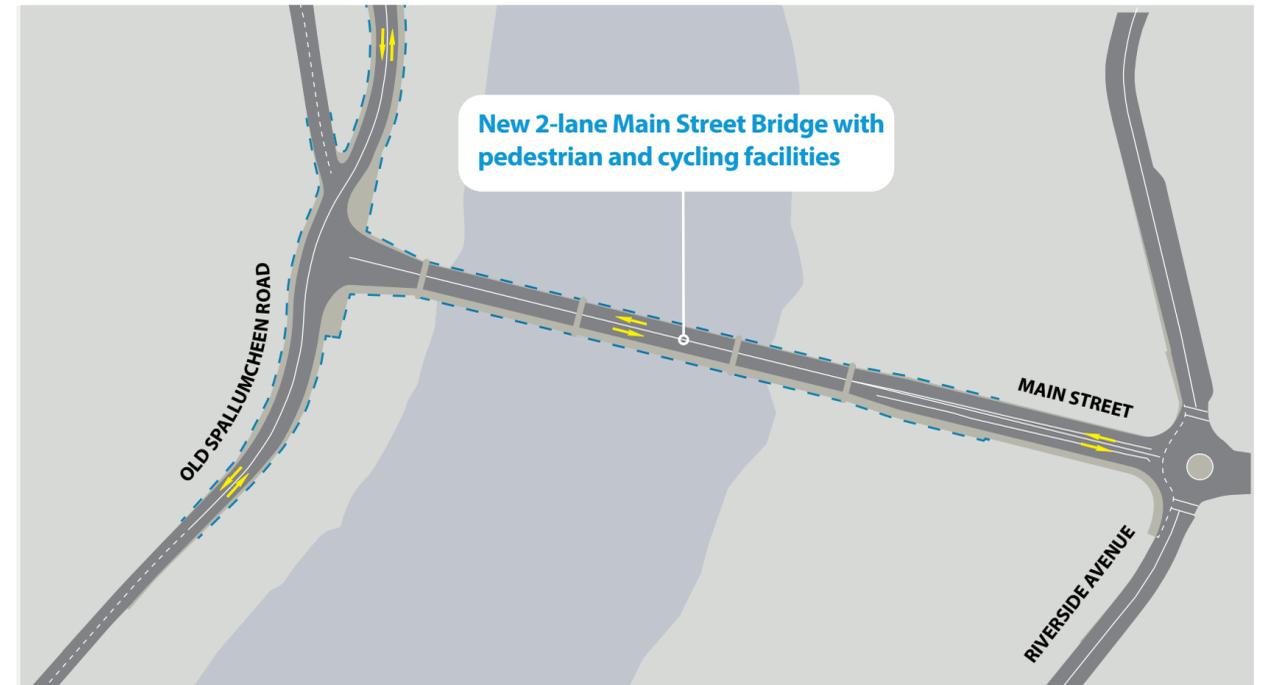
- Requires two bridge crossings
- Impacts marine traffic and existing dock facilities in the area of the Main Street Bridge
- Need for additional navigable waters consultation and approval from Transport Canada, because of second bridge
- Construction activity required in the vicinity of Main Street Landing
- Increases traffic on Main Street
- Municipal maintenance requirement on Main Street Bridge



Main Street Bridge

The key elements of a Main Street Bridge would include:

- › A 30km/h design speed and narrow width to respect the urban setting
- › Separated bicycle and pedestrian facilities that connect to planned trail networks on the west side
- › Navigation clearances equivalent to existing Bruhn Bridge
- › Could carry planned municipal services across Sicamous Narrows
- › Bridge aesthetics and lighting would be considered during detailed design



Option 3: Preliminary Design Intersection Refinements

East Side Intersection Configuration



1. Gill Avenue maintains right-in/right-out/left-in movements
2. Second westbound highway through lane starts at the Silver Sands Road intersection
3. Full movement at-grade access at Silver Sands Road is maintained similar to existing, with extended left-turn storage
4. Second eastbound through lane terminates as a right-turn lane at the Highway 97A signal

Advantages

- Increases capacity on the highway
- Retains all turning movements at Silver Sands Road
- Provides flexibility/opportunities for future upgrades at Highway 1/ Highway 97A junction

Disadvantages

- Closes left-turn out of Gill Avenue



Option 3: Preliminary Design Intersection Refinements

Two options for addressing access at Old Sicamous Road have been identified: an improved intersection (Option A) and a realignment of Old Sicamous Road (Option B)

West Side Intersection Configuration

Option A: Improve Old Sicamous Road Intersection



1. Second eastbound through lane begins before Old Sicamous Road intersection
2. Protected-T full movement at-grade access at Old Sicamous Road intersection
3. Second westbound highway through lane ties into existing climbing lane
4. Old Spallumcheen Road intersection is closed with traffic rerouted to Main Street bridge

Advantages

- Increases capacity on the highway
- Closes Old Spallumcheen Road intersection and provides opportunities for future development on Old Spallumcheen Road
- Improves access at Old Sicamous Road with dedicated left-turn deceleration and acceleration lanes

Disadvantages

- Old Sicamous intersection is on a 6% grade similar to existing condition
- Impacts properties on uphill side of Highway 1 to a greater extent than Old Sicamous Road Realignment option
- Retaining walls required at west bridge abutment
- Increases traffic on Main Street

Additional Considerations

- Future climbing lane (3rd westbound lane) would have to start west of Old Sicamous Road intersection
- Increased rock cut and material balance risks
- Additional archeological investigation required with Main Street Bridge

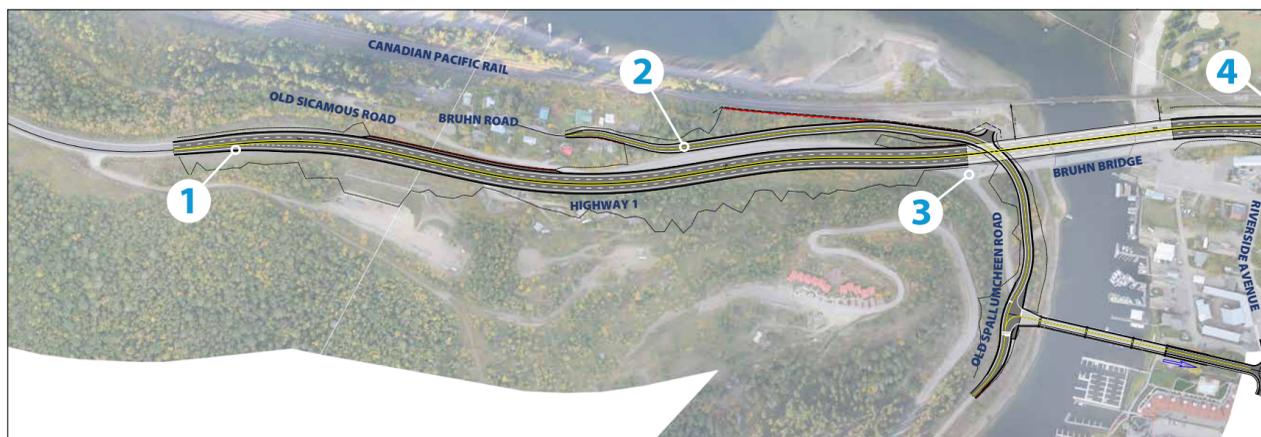


Option 3: Preliminary Design Intersection Refinements

Two options for addressing access at Old Sicamous Road have been identified: an improved intersection (Option A) and a realignment of Old Sicamous Road (Option B)

West Side Intersection Configuration

Option B: Old Sicamous Road Realignment



1. Second eastbound through lane begins before Old Sicamous Road intersection
2. Old Sicamous Road intersection with Highway 1 is closed. Old Sicamous Road traffic rerouted to Old Spallumcheen Road via new frontage road
3. Old Spallumcheen Road intersection is closed with traffic rerouted to Main Street bridge
4. Second westbound through lane ties into existing climbing lane

Advantages

- Improves safety with removal of the at-grade highway intersection, and provides local road connection from Old Sicamous developments to Sicamous town centre, and aligns with corridor access management strategy
- Increases capacity on the highway
- Closes Old Spallumcheen Road intersection and provides opportunities for future development on Old Spallumcheen Road

Disadvantages

- Old Sicamous local road connection is +10% grade
- Retaining walls required at west abutment
- Longer travel time for Old Sicamous residents to points to and from the west of town

Additional Considerations

- CP Rail right-of-way impacted for Old Sicamous local road connection
- Additional archeological investigation required with Main Street Bridge



Project Challenges

Project challenges include:

- › High rock cuts and steep slopes provide major challenges to road widening options on the west side of RW Bruhn Bridge, and along Old Spallumcheen Road
- › Potential archeological impacts within Sicamous Narrows and along the existing Trans-Canada Highway 1
- › Environmental impacts associated with fish and aquatic habitat in and around the Narrows, as well as nesting bird potential
- › Navigation impacts that will need to be addressed include maintaining existing boat clearances, two-way navigation widths, and impacts to existing dock facilities



Next Steps



We anticipate that the project will proceed to construction as early as 2019/2020.

Community feedback will be considered, along with technical, environmental and financial information, and feedback from local government and First Nations, in selecting an option for the replacement of the Trans-Canada Highway 1 RW Bruhn Bridge to complete the preliminary design.

We want to hear from you

Please provide us with your feedback by Tuesday, November 29, 2016.

You can provide us with your feedback by:

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



HIGHWAY 1 KAMLOOPS TO ALBERTA FOUR-LANING PROGRAM



Ministry of
Transportation
and Infrastructure

Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project

Community Engagement November 15 – November 29, 2016.

FEEDBACK FORM

We Want to Hear From You

Please provide
us with your feedback by
Tuesday, November 29,
2016.

You can provide us with your feedback by:

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

HOW FEEDBACK WILL BE CONSIDERED

Community feedback will be considered, along with technical, environmental and financial information, and feedback from local government and First Nations, in selecting an option for the replacement of the Trans-Canada Highway 1 RW Bruhn Bridge to complete the preliminary design.

ABOUT THE RW BRUHN BRIDGE PROJECT

The Trans-Canada Highway 1 RW Bruhn Bridge Project extends along Highway 1 west of Old Sicamous Road to east of Gill Avenue, and includes potential intersection improvements/turn-lanes at Old Sicamous Road, Old Spallumcheen Road, Gill Avenue and Silver Sands Road.

As a result of planning work that was undertaken, three options are being considered for the Trans-Canada Highway 1 RW Bruhn Bridge Replacement Project:

Option 1	New 6-lane bridge on Trans-Canada Highway 1
Option 2	New 5-lane bridge on Trans-Canada Highway 1
Option 3	New 4-lane bridge on Trans-Canada Highway 1 with an additional Main Street Bridge

TRANS-CANADA HIGHWAY 1 RW BRUHN BRIDGE REPLACEMENT PROJECT OBJECTIVES:

- Improve safety, traffic flow and movement of goods
- Improve safety for pedestrians and cyclists
- Address aging bridge infrastructure
- Improve access to local roads and facilitate development



OPTION 3: NEW 4-LANE BRIDGE ON TRANS-CANADA HIGHWAY 1 WITH AN ADDITIONAL MAIN STREET BRIDGE

ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> Improves intersection safety Supports future development proposed along Old Spallumcheen Road Improves constructability of new RW Bruhn Bridge, since the traffic can use the existing bridge more easily while the new bridge is being built Reduces quantity of rock excavation and fill required Main Street Bridge could carry planned municipal services across Sicamous Narrows Enhances local connectivity between the east and west sides of Sicamous, including cyclist and pedestrian access associated with planned trail network Lower construction cost than Option 1 (comparable cost to Option 2) 	<ul style="list-style-type: none"> Requires two bridge crossings Impacts marine traffic and existing dock facilities in the area of the Main Street Bridge Need for additional navigable waters consultation and approval from Transport Canada, because of second bridge Construction activity required in the vicinity of Main Street Landing Increases traffic on Main Street Municipal maintenance requirement on Main Street Bridge

3a) Please indicate your level of agreement with **Option 3: New 4-lane Bridge on Trans-Canada Highway 1 with an additional Main Street Bridge** for the replacement of Trans-Canada Highway 1 RW Bruhn Bridge:

Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3b) Please provide your reasons for your level of agreement:



Kirk&Co.