Highway 1 Kamloops to Alberta Four-Laning Program

COMMUNITY ENGAGEMENT
DISCUSSION GUIDE AND FEEDBACK FORM

February 7 – March 1, 2013

www.bchwy1.ca
HOW INPUT WILL BE CONSIDERED

Your feedback is important to us. Input received through this community engagement will be considered, along with technical, financial and policy considerations, as the Ministry of Transportation and Infrastructure plans to improve the safety and reliability of, and the movement of people and goods on, the Trans-Canada Highway.

PUBLIC INFORMATION SESSIONS

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>DATE</th>
<th>TIME</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kamloops</td>
<td>February 12, 2013</td>
<td>5:00 pm – 8:00 pm</td>
<td>Hotel 540</td>
</tr>
<tr>
<td>Chase</td>
<td>February 13, 2013</td>
<td>5:00 pm – 8:00 pm</td>
<td>Chase Community Hall</td>
</tr>
<tr>
<td>Salmon Arm</td>
<td>February 20, 2013</td>
<td>5:00 pm – 8:00 pm</td>
<td>Comfort Inn &amp; Suites</td>
</tr>
<tr>
<td>Sicamous</td>
<td>February 21, 2013</td>
<td>5:00 pm – 8:00 pm</td>
<td>Sicamous Recreation Centre</td>
</tr>
<tr>
<td>Revelstoke</td>
<td>February 26, 2013</td>
<td>5:00 pm – 8:00 pm</td>
<td>Revelstoke Community Centre</td>
</tr>
<tr>
<td>Golden</td>
<td>February 27, 2013</td>
<td>5:00 pm – 8:00 pm</td>
<td>Golden Civic Centre</td>
</tr>
</tbody>
</table>

FEEDBACK WILL BE RECEIVED FROM FEBRUARY 7 – MARCH 1, 2013.

You can return completed feedback forms by:
- Mail: PO Box 2223 Vancouver Main, Vancouver, B.C. V6B 3W2
- Email: bcwyl@gov.bc.ca
- Website: www.bchwyl.ca
- Phone: 1 250 828 4220

FAST FACTS

- There is a total of 440 km of highway between Kamloops and the Alberta border
- Average traffic volumes throughout the corridor:
  > Average Annual Daily Traffic = 12,000 vehicles (30,000 in Kamloops)
  > Seasonal Average Daily Traffic = 15,000 vehicles (40,000 in Kamloops)
- The crashes between 2007 and 2011 resulted in:
  > 76 fatalities
  > 1,053 injuries
  > 1,483 vehicle damage only
- There were 456 road closures of 30 minutes or longer between 2005 and 2012:
  > 291 closures due to crashes or other vehicle-related incidents
  > 165 closures due to avalanches, rock and/or mud slides and other emergency incidents
- The value of exports cleared through B.C. in 2011 was $3 billion (increase of 67% since 2005):
  > $1.9 billion on Trans-Canada Highway
  > $1.1 billion on all other B.C. highways
The Trans-Canada Highway is the primary east-west route through British Columbia, linking the province to the rest of Canada. The Ministry of Transportation and Infrastructure is committed to improving the safety and reliability of, and the movement of people and goods on, the Trans-Canada Highway.

Since 2001, the provincial and federal governments have invested $700 million in Highway 1 improvements. In that time, the government of B.C. constructed 45 km of four-lane highway and an additional 10 km is underway, tendered or committed. This will bring the total length of four-lane highway to 110 km, about one-third of the total 339 km of highway under provincial jurisdiction between Kamloops and the Alberta border.

Despite this investment, the Trans-Canada Highway still has more kilometres of two-lane highway between Kamloops and Alberta than there is between the B.C.-Alberta border and the Ontario border.

Over the next 10 years, the government of B.C. has committed an additional $650 million for the future widening of Highway 1 to four lanes, to add to the provincial investment and to further improve the corridor. The government of B.C. will also be seeking contributions from the federal government.

PROJECTS UNDER DEVELOPMENT

Presently, the Ministry of Transportation and Infrastructure is planning the next seven projects, which are outlined in this discussion guide. These projects make up $140 million of the $650 million investment. The Highway 1 Kamloops to Alberta Four-Laning Program will create more than 3,300 direct jobs over the next 10 years. During this community engagement, the government of B.C. is seeking public and stakeholder feedback about any additional design aspects you feel should be considered as project designs are finalized.

LOOKING AHEAD

Looking ahead to the future, the Ministry of Transportation and Infrastructure planners and engineers are working to identify additional investment priorities based on traffic volumes, accident statistics and the current condition of Highway 1. To support our work and to identify the projects that will make up the bulk of the $650 million investment, we are seeking public and stakeholder feedback on considerations for prioritizing work along the corridor.
Since 2001, the provincial and federal governments have partnered to invest $700 million in Highway 1 to improve safety, reliability, and the movement of people and goods.

Since 2001, the provincial and federal governments have partnered to invest $700 million in Highway 1 to improve safety, reliability, and the movement of people and goods.
### PROJECT NAME

<table>
<thead>
<tr>
<th>KICKING HORSE PROJECTS</th>
<th>COMPLETED HIGHWAY 1 IMPROVEMENTS</th>
<th>YEAR COMPLETED</th>
</tr>
</thead>
</table>
| **Phase 1: Yoho Bridge and Approaches** | - Replacement of the Five Mile (Yoho) Bridge with a new four-lane structure  
- Upgrades to 3.1 km to 100 km/h four-lane design standard | 2007 |
| **Phase 2: Rafters to Brake Check (Ten Mile)** | - Replacement of the 10 Mile (Park) Bridge with a new four-lane structure  
- Realignment and reconstruction of 5.8 km to 100 km/h four-lane design standard | 2007 |
| **Phase 3: Brake Check to Yoho** | - Upgrades to 9 km between 6 Mile Hill and 10 Mile Hill to 100 km/h four-lane design standard  
- Replacement of the Mount Hunter Creek Bridge  
- Underpass to serve the Wepta/Beaverfoot area | 2011 |
| **Phase 3: Golden Hill to West Portal** | - Upgrades to 3.8 km between Golden Hill and West Portal to a four-lane design standard  
- Grade separation of the Golden-Donald Upper Road (north)/Golden View Road (south) intersection  
- Other road network connections | 2011 |

### O’CONNOR INTERCHANGE

- Interchange at Kokanee Way to replace two intersections  
- Realignment of 2.4 km from O’Connor Road to east of Peerless Road | 2001 |

### MONTE CREEK TO PRITCHARD (Phase 1)

- Upgrades to 3.2 km between Monte Creek and Pritchard to 100 km/h four-lane design standard  
- Intersection improvements at Pinantan Road and Bostock Road  
- Wider shoulders and frontage roads | 2012 |

### HILLTOP ROAD TO BALMORAL ROAD

- Upgrades to 4.8 km of highway, 3.4 km of which is improved to 100 km/h four-lane design standard  
- One interchange and upgrades to at-grade intersections  
- Improvements to 1 km of side road | 2011 |

### BALMORAL ROAD TO BRODERICK CREEK PROPERTY

- Upgrades to 2.8 km to 100 km/h four-lane design standard  
- Intersection improvements at Lochlach Road | 2001 |

### BRODERICK CREEK TO FORD

- Upgrades to 4.2 km to 100 km/h four-lane design standard  
- Reconstruction of White Lake Road intersection, including grade separation  
- Improvements to 3.1 km of frontage roads | 2004 |

### HOSPITAL ROAD TO HIGHWAY 97B

- Urban highway improvement within Salmon Arm  
- Upgrades to and realignment of 4 km between 6th Street NE and Highway 97B to a four-lane design standard  
- Intersection improvements | 2006 |

### CRAIGELLECHIE OVERHEAD

- Replacement of Craigellachie railway overpass  
- Improvements to the Lybarger Road intersection | 2001 |

### WOODS OVERHEAD

- Replacement of Woods overpass structure  
- Upgrades to 1.5 km to 100 km/h design standard  
- Roadway design will accommodate future four-lane construction | 2004 |

### CLANWILLIAM OVERHEAD

- Replacement of the Clanwilliam overpass with a new four-lane structure  
- Upgrades to 2.3 km to 100 km/h four-lane design standard | 2013 |

### DONALD BRIDGE

- Replacement of Donald Bridge with a new four-lane structure  
- Replacement of CP Rail overpass with a new structure  
- Upgrades to 4 km to 100 km/h four-lane design standard | 2013 |

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### Other Historical Projects Not Shown on the Map:

- **Sagebrush Overpass to Vicars, and Orchards Walk to Kokanee**  
  - Major resurfacing program

- **Blaeberry to Golden West Approach**  
  - Major resurfacing program

- **Victoria Road Intersection (Revelstoke)**  
  - 1.5 km of highway improvements, including two intersections

- **Summit Overhead to Clanwilliam Overhead**  
  - Design and avalanche mitigation

- **Albert Canyon**  
  - Constructed chain-up area and electronic chain-up sign installation
LOCATION:
- 30 km east of Kamloops at the Monte Creek interchange

PROJECT SCOPE:
- 7.5-km section widened to four lanes
- 100 km/h four-lane design standard
- 2.6-metre-wide median
- 2.5-metre-wide paved shoulders
- Roadside barriers
- Improved access to highway with turn lanes, deceleration lanes and new frontage roads
- Grade-separated interchange at Pritchard

PROJECT BENEFITS:
- Increase safety on a section that has a higher-than average crash rate
- Increase capacity and movement for route with high percentage of trucks
- Improve sight distance for westbound traffic

CONSTRUCTION PERIOD:
- Two years
- Anticipated to begin in 2013

FUNDING:
- Cost shared with federal government

STAKEHOLDER INPUT
Design change from at-grade intersection to a grade-separated interchange
- The original intersection design concept was changed to address concerns from the community and stakeholders regarding the safety of vehicles, pedestrians and other road users having to cross the highway
STAKEHOLDER INPUT

Design changes to private property access

- Backage roads that connect to the highway at a new protected T-intersection at Stoney Flats Road will allow residents continued access to private property while improving safety
- A variety of design changes were made to address individual driveways

LOCATION:
- 10 km west of Chase

PROJECT SCOPE:
- 5.8 km section realigned and widened (construction in two phases)
- Paved centre median
- 2.6-metre-wide median with barrier
- 2.5-metre-wide paved shoulders
- Rumble strips
- Improved access to highway with 1.15 km of new backage roads
- New protected T-intersection at Stoney Flats Road consolidates two intersections and five private access roads

PROJECT BENEFITS:
- Increase safety on a section that has a higher-than average crash rate
- Improve highway alignment
- Increase passing opportunities
- Improve traffic flows

CONSTRUCTION PERIOD:
- Phase 1: 14 months
  > Anticipated to be begin Phase 1 in 2013
- Phase 2: Two Years
  > Phase 2 project development complete

FUNDING:
- Cost shared with federal government
MALAKWA BRIDGE AND FOUR-LANING PROJECT

FAST FACTS

• The Malakwa Bridge was built in 1953 and is nearing the end of its service life.
• The bridge has narrow lanes, low clearance and no shoulders.
• When a crash requires a road closure, the detour route can add several hours to a trip.
• Bridge replacement will support the high percentage (30%) of heavy truck traffic in the area.

Artist’s rendering of proposed four-lane Malakwa Bridge over the Eagle River.
LOCATION:
• 20 km east of Sicamous

PROJECT SCOPE:
• 2.7-km section widened to four lanes
• Four-lane bridge replaces existing truss bridge, which is nearing the end of its service life
• Paved centre median
• 2.6-metre-wide median with barrier
• 2.5-metre-wide paved shoulders
• Rumble strips

PROJECT BENEFITS:
• Improve safety with widened lanes and shoulders, including enhancement for pedestrians and cyclists
• Improve reliability – highway closures caused by crashes force travellers to take a detour, potentially adding several hours to a trip
• Improve movement by providing left-turn lanes and deceleration tapers at the intersections
• New bridge supports height clearance required by commercial vehicles

PROJECT STATUS:
• Currently in design

MALAKWA BRIDGE AND FOUR-LANING PROJECT – PROJECT DEVELOPMENT UNDERWAY

FEEDBACK FORM

1a. Please indicate what interests you may have in the Malakwa Bridge and Four-Laning Project. For example, improved residential and farm access.

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1b. Additional comments

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FAST FACTS

- The North Fork Bridge was built in 1958 and is nearing the end of its service life.
- The bridge has narrow lanes, low clearance and no shoulders.
- When a crash requires a road closure, the detour route can add several hours to a trip.
- The North Fork Bridge replacement will increase highway capacity from two lanes to four lanes and improve traffic flows.

Artist’s rendering of proposed four-lane North Fork Bridge over the Perry River.
LOCATION:
• 26 km east of Sicamous

PROJECT SCOPE:
• 3.5-km section widened to four lanes
• Four-lane bridge replaces existing truss bridge, which is nearing the end of its service life
• Paved centre median with 2.6-metre-wide barrier
• 2.5-metre-wide paved shoulders
• Rumble strips
• 1.7 km of new frontage roads
• Two new protected T-intersections
• Retaining wall to avoid impacts on rail corridor

PROJECT BENEFITS:
• Improve safety and reliability with widened lanes and shoulders
• New bridge supports height clearance required by commercial vehicles

PROJECT STATUS:
• Currently in design

FEEDBACK FORM

2a. Please indicate what interests you may have in the North Fork Bridge and Four-Laning Project. For example, improved pedestrian access, bike lanes, wider shoulders, residential and farm access, and frontage roads.

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2b. Additional comments

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Salmon Arm West – Project Development Underway

Location:
- Intersection of 30th Street SW to intersection of 10th Street SW

Project Scope:
- 2-km section widened to four lanes
- Upgrade to three intersections
- Construction of two new intersections
- 1.4 km of new frontage roads

Project Benefits:
- Improve safety, capacity and movement
- Improve access to local roads and businesses
- Support proposed development that will increase traffic in area, which is currently high during peak periods
- Improve safety for pedestrians and cyclists

Project Status:
- Currently in design

Feedback Form

3a. Please indicate what interests you may have in the Salmon Arm West Project. For example, improved pedestrian access, bike lanes, access to local businesses, lighting and aesthetics.

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3b. Additional comments

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Highway 1 Kamloops to Alberta Four-Laning Program
AVOCA ROAD TO CRAZY CREEK – PROJECT DEVELOPMENT UNDERWAY

LOCATION:
• 30 km east of Sicamous

PROJECT SCOPE:
• 2.3-km section widened to four lanes
• Paved centre median with 2.6-metre-wide barrier
• 2.5-metre-wide paved shoulders
• Rumble strips
• 1.8 km of new frontage roads
• Two new protected T-intersections
• Retaining wall to avoid impacts on rail corridor

PROJECT BENEFITS:
• Improve safety, capacity and movement
• Improve passing opportunities
• Improve access points to local attractions

PROJECT STATUS:
• Currently in design

FEEDBACK FORM

4a. Please indicate what interests you may have in the Avoca Road to Crazy Creek Project. For example, improved pedestrian access, bike lanes, and access to residential properties.

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4b. Additional comments

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AVOCA ROAD TO CRAZY CREEK – PROJECT DEVELOPMENT UNDERWAY

LOCATION:
• 30 km east of Sicamous

PROJECT SCOPE:
• 2.3-km section widened to four lanes
• Paved centre median with 2.6-metre-wide barrier
• 2.5-metre-wide paved shoulders
• Rumble strips
• 1.8 km of new frontage roads
• Two new protected T-intersections
• Retaining wall to avoid impacts on rail corridor

PROJECT BENEFITS:
• Improve safety, capacity and movement
• Improve passing opportunities
• Improve access points to local attractions

PROJECT STATUS:
• Currently in design

FEEDBACK FORM

4a. Please indicate what interests you may have in the Avoca Road to Crazy Creek Project. For example, improved pedestrian access, bike lanes, and access to residential properties.

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4b. Additional comments

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AVOCA ROAD TO CRAZY CREEK – PROJECT DEVELOPMENT UNDERWAY

LOCATION:
• 30 km east of Sicamous

PROJECT SCOPE:
• 2.3-km section widened to four lanes
• Paved centre median with 2.6-metre-wide barrier
• 2.5-metre-wide paved shoulders
• Rumble strips
• 1.8 km of new frontage roads
• Two new protected T-intersections
• Retaining wall to avoid impacts on rail corridor

PROJECT BENEFITS:
• Improve safety, capacity and movement
• Improve passing opportunities
• Improve access points to local attractions

PROJECT STATUS:
• Currently in design

FEEDBACK FORM

4a. Please indicate what interests you may have in the Avoca Road to Crazy Creek Project. For example, improved pedestrian access, bike lanes, and access to residential properties.

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4b. Additional comments

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**Highway 1 Kamloops to Alberta Four-Laning Program**

**LOCATION:**
- 20 km west of Golden

**PROJECT SCOPE:**
- 2.5-km section widened to four lanes
- 1.2 km of paved eastbound shoulder
- 2.5-metre-wide paved shoulders
- Retaining wall to avoid impacts on rail corridor

**PROJECT BENEFITS:**
- Improve safety and free flow of traffic, particularly trucks, to and from the Joint Use Vehicle Inspection Station (JUVIS) facility
- Completes widening from Donald Bridge

**PROJECT STATUS:**
- Currently in design

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**What is a JUVIS Facility?**

A Joint-Use Vehicle Inspection Station (JUVIS) is designed to enable more efficient movement of commercial vehicles through the province. Once a commercial vehicle has been initially checked at a JUVIS station, it can be given a bypass at all subsequent inspection stations for up to the next 12 hours.

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**DONALD EAST – PROJECT DEVELOPMENT UNDERWAY**

**FEEDBACK FORM**

5a. Please indicate what interests you may have in the Donald East Project. For example, improved lighting, signage and residential access.

5b. Additional comments
The Ministry of Transportation and Infrastructure planners and engineers are working to identify additional projects based on traffic volumes, crash statistics, highway reliability and the current condition of Highway 1. We are seeking public and stakeholder feedback on consideration for prioritizing work along the corridor. These projects will make up the bulk of the $650 million investment.

When considering future projects, the following table contains key information by segment along the corridor:

<table>
<thead>
<tr>
<th>Segment</th>
<th>Total kms in Segment</th>
<th>Total kms of 2 lanes*</th>
<th>Number of Bridges (&gt; 50 years)*</th>
<th>Average Number of Crashes Per Year (2007–2011)</th>
<th>Average Number of Unplanned Closures Per Year (2005–2012)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kamloops to Monte Creek</td>
<td>38</td>
<td>0</td>
<td>0</td>
<td>40</td>
<td>0.5</td>
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<tr>
<td>Monte Creek to Salmon Arm</td>
<td>85</td>
<td>39</td>
<td>3</td>
<td>113</td>
<td>8</td>
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<tr>
<td>Salmon Arm to Revelstoke</td>
<td>98</td>
<td>67</td>
<td>9</td>
<td>119</td>
<td>13.5</td>
</tr>
<tr>
<td>Revelstoke to Golden</td>
<td>92</td>
<td>53</td>
<td>5</td>
<td>171</td>
<td>37</td>
</tr>
<tr>
<td>Golden to the Alberta border</td>
<td>26</td>
<td>4</td>
<td>0</td>
<td>79</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>339</td>
<td>162</td>
<td>17</td>
<td>522</td>
<td>64</td>
</tr>
</tbody>
</table>

* After completion of the first seven Projects (Monte Creek to Pritchard (Phase 2), Pritchard to Hoffman’s (Phase 1), Salmon Arm West, Malakwa, North Fork, Avoca to Crazy Creek and Donald East)

**FUTURE HIGHWAY 1 UPGRADE PROJECTS:**

6a. Please rank the following for consideration in prioritizing future Highway 1 upgrades, with 1 being the highest and 4 being the lowest:
- Passing opportunities
- Intersection upgrades
- Bridge replacement
- Pedestrian/cyclist facilities

6b. Please rank locations for improvement, with 1 being the highest and 3 being the lowest:
- Improvements through urban areas
- Improvements within 15 km of urban areas
- Improvements between communities that would provide additional passing opportunities

6c. Please provide your priority areas for four-laning improvements:
6d. Please provide any additional comments about any aspect of the program:

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Which city or town do you live in?

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When you travel the corridor, is it mostly for □ work or □ pleasure?

Please indicate whether you are a commercial driver: □ YES □ NO

PLEASE PROVIDE YOUR CONTACT INFORMATION (optional):

Name:

__________________________________________________________

Organization (if applicable):

__________________________________________________________

Address:

__________________________________________________________

City:           Province:

Postal Code:

Email:

Phone:

The Ministry of Transportation and Infrastructure may wish to contact you with regard to any questions or issues you have raised in your response to this community engagement. If you would like to be contacted for this purpose, please tick this box.

If you would like to receive updates regarding the Highway 1 Kamloops to Alberta Four-Laning Program via email, please tick this box.

If you would like to receive updates regarding the Highway 1 Kamloops to Alberta Four-Laning Program by mail, please tick this box.

Personal information is collected for the purposes of informing the “Highway 1 Kamloops to Alberta Four-Laning Program” undertaken by the Ministry of Transportation and Infrastructure under s.26 of the Freedom of Information and Protection of Privacy Act. For questions regarding the collection of personal information, please contact the Ministry of Transportation and Infrastructure, PO Box 9850, 5th Provincial Government, Victoria, B.C. V8W 9T5, 250-952-0678.

Feedback will be received from February 7 – March 1, 2013.

You can return completed feedback forms by:

Mail:   PO Box 2223 Vancouver Main, Vancouver, B.C. V6B 3W2
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Website:  www.bchwy1.ca
Phone:  1 250 828 4220