

Trans-Canada Highway 1 RW Bruhn Bridge and Approaches Project

Frequently Asked Questions

1. What options are currently being considered for the replacement of the RW Bruhn Bridge?

At the public open house in November 2016, we presented three improvement options. As a result of additional engineering investigation, 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)

2. Why was the 6-lane bridge option not advanced?

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

3. Why is a new bridge needed? Can the existing bridge be repaired for ongoing use?

The existing bridge is over 50 years old and while it is safe for users, the aging infrastructure is nearing the end of its design service life and is in need of 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.

4. What is the ministry's process and timeline for selecting a preferred option? When will project construction start and how long will it take to build?

The ministry is advancing technical work along with community and First Nations consultation, with plans to select a preferred option for advancement in fall 2018.

We anticipate a two-year design phase followed by a two- to three-year construction phase for the project.

5. What opportunities are there for the public to provide feedback on the project before a preferred option is selected?

Since fall 2014, meetings have been held with local government, First Nations, stakeholders and the public to get input on project options and local community needs.

The first round of community engagement was held from November 15, 2016 to January 15, 2017 and sought feedback from the community regarding three options that were being considered for the project. The second round of community engagement was held from February 1 to 18, 2018 and sought input from the community regarding the two options that continue to be under evaluation in the preliminary design phase. More information about these engagements, including the results, are available online at: www.gov.bc.ca/bchwy1-bruhn

The ministry has also engaged in detailed discussions with the Project Liaison Committee, which includes representatives from local businesses stakeholders, residents, municipal council, District of Sicamous staff and other stakeholders like CP Rail, BC Hydro and Telus.

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6. How is public and local community feedback being considered in this process?

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.

Feedback on how the local community uses the area and what features are most important will be used to inform the most suitable option.

7. How will the project accommodate pedestrians and cyclists? Will the project integrate with the planned Rails to Trails project?

With the one bridge option: 5-lane bridge with approach improvements, a 3 metre wide multi-use path would be provided on the south side of the new 5-lane bridge.

With the two bridge option: 4-lane bridge with Main Street bridge and approach improvements, a 3 metre wide multi-use path would be provided on the south side of the new Main Street bridge.

Further integration with existing trail networks is intended and will be further defined following selection of a preferred option, as detailed design work advances.

8. Who would be responsible for ownership and maintenance costs associated with any new frontage roads or a Main Street bridge?

Advancement of the 4-lane bridge option with Main Street bridge is not predicated on local government ownership of a Main Street bridge or an increase in municipal road inventory.

The ministry is seeking cost share for the project with the federal government only at this time.

9. How would a new Main Street bridge impact the existing Main Street Landing?

The new Main Street bridge would tie in to the west side of the existing roundabout at Riverside Avenue. Retaining walls would be incorporated to reduce the footprint of the bridge approach on Main Street Landing, which would be approximately 5 metres at the highest point and decreasing in height toward the roundabout.

Formerly the location of Highway 1 through Sicamous, Main Street Landing was home to the original Main Street bridge which was decommissioned in the early 1960s. The Main Street Landing property remains public road.

10. If the 4-lane bridge option with Main Street bridge is selected, will increased traffic in the downtown core impact safety?

Improved safety for pedestrians and cyclists is one of the objectives of the project. Based on current development along Old Sicamous Road or Old Spallumcheen Road, a maximum of 50 inbound/outbound trips per hour is anticipated on Main Street bridge during peak periods. Additional traffic on Main Street will depend on the phasing of development along Old Spallumcheen Road.

If the project proceeds with the 4-lane (two bridge) option, the project design will include provisions for pedestrians and cyclists along Main Street. This may include modifications to existing traffic control and signage along Main Street as necessary to maintain safety for all road users.

The Main Street bridge would be based on a posted speed of 30km/h, serving local community traffic, and would include a separated multi-use path for pedestrians and cyclists.



11. How would a Main Street bridge impact the existing public dock?

A detailed construction management plan would be developed during detailed design to minimize construction impacts to the public dock. Following construction, it is anticipated that the existing dock infrastructure will remain in place. The ministry would ensure replacement or compensation for any loss of this structure.

12. Will the new Bruhn Bridge or Main Street bridge be able to accommodate oversize watercrafts? Are there any other navigational concerns for houseboats and other vessels?

The project team has consulted with Transport Canada. Bridge clearances will, at a minimum, match existing bridge clearances. Additional consultation with Transport Canada and the marine community is planned to re-confirm these assumptions and requirements as design work progresses.

13. How will the project impact the existing boat launch under Highway 1?

A detailed construction management plan would be developed during detailed design to minimize construction impacts to the boat launch and associated docks under Highway 1. Following construction, it is anticipated that the existing boat launch and dock infrastructure will remain in place.

The project design anticipates some loss of the parking which currently exists under Highway 1. The ministry intends to engage with the local community to identify areas for development of additional parking in the vicinity of the boat launch to replace parking that is affected where possible.

14. What will the ministry do to minimize impacts to neighbouring properties, if the 4-lane bridge with Main Street bridge option is selected?

The ministry recognizes that there are concerns about the impacts of the project on neighbouring residents in the vicinity of Main Street. If this option is selected, the ministry will consult with affected property owners to provide information about the project and its potential effects on private properties, including plans to help mitigate these effects.

15. Will the construction of a Main Street bridge have environmental impacts on the channel?

Wildlife and spawning surveys have been undertaken to ensure that construction does not impact sensitive vegetation, wildlife or habitat features. In addition, environmental and archaeological investigations are underway, including a Traditional Environmental Overview Assessment and Archaeological Impact Assessment.

The project will include opportunities to offset removal of piers and vegetation, and enhance biological productivity of the project area, where possible. Additional environmental assessment work will be carried out during the design phase of the project.

