

# Welcome

**The Ministry of Transportation and  
Infrastructure welcomes you to an  
Open House for:**

**Trans Canada Highway No.1  
Improvements in Salmon Arm**

**Your comments are appreciated**



# OPEN HOUSE OBJECTIVES:

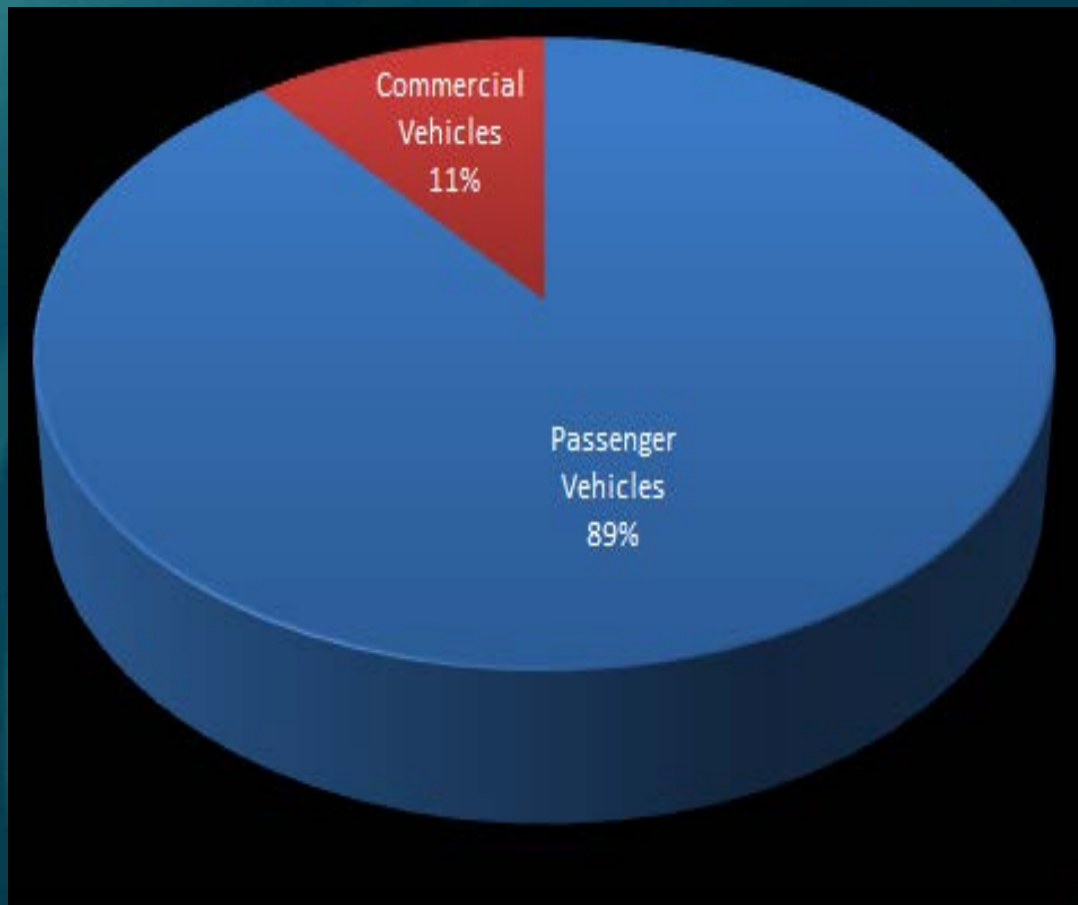
- Present plans
- Provide information and answer questions
- Get feedback

## Project Background:

- 2001 Cache Creek to the Rockies Corridor Planning Study
- 2012 UBCM commitment to spend 650m along the TCH
- City of Salmon Arm identified need for improvements along the corridor
- Initial TCH corridor public engagement in 2013
- 2015 BC on the Move public engagement

# Traffic Volumes 2013

Average 17,500 vehicles per day (vpd)



# Collision History

I.R #3 to 1<sup>st</sup> Ave SW

## 42 Collisions (between 2004 and 2013)

- 2 fatalities
- 23 Injured
- 17 Property Damage Only Collisions

## Contributing Factors:

- Wildlife
- Poor weather conditions
- Drugs\Alcohol related
- Inattention or Driving Without Due Care
- Driver Inexperience

# Collision History

1<sup>st</sup> Ave SW to 30<sup>th</sup> St SW

## 54 Collisions (between 2004 and 2013)

- 1 fatality
- 27 Injured
- 26 Property Damage Only Collisions

## Contributing Factors:

- Inattention or Driving Without Due Care
- Poor weather conditions
- Driver Inexperience

# Collision History

30<sup>th</sup> St SW to 10<sup>th</sup> St SW

**59 Collisions (between 2004 and 2013)**

- 0 fatalities
- 30 Injured
- 29 Property Damage Only Collisions

## Contributing Factors:

- Inattention or Driving Without Due Care
- Poor weather conditions
- Driver Inexperience

# Project Schedule

## 1st Ave SW to 30<sup>th</sup> St SW

- Construction to commence 2016

## 30<sup>th</sup> St SW to 10<sup>th</sup> St SW

- Construction schedule to be determined after design and property acquisition are completed

## I.R #3 to 1<sup>st</sup> Ave SW

- Construction schedule to be determined after design and property acquisition are complete

# How Did We Arrive At This Concept?

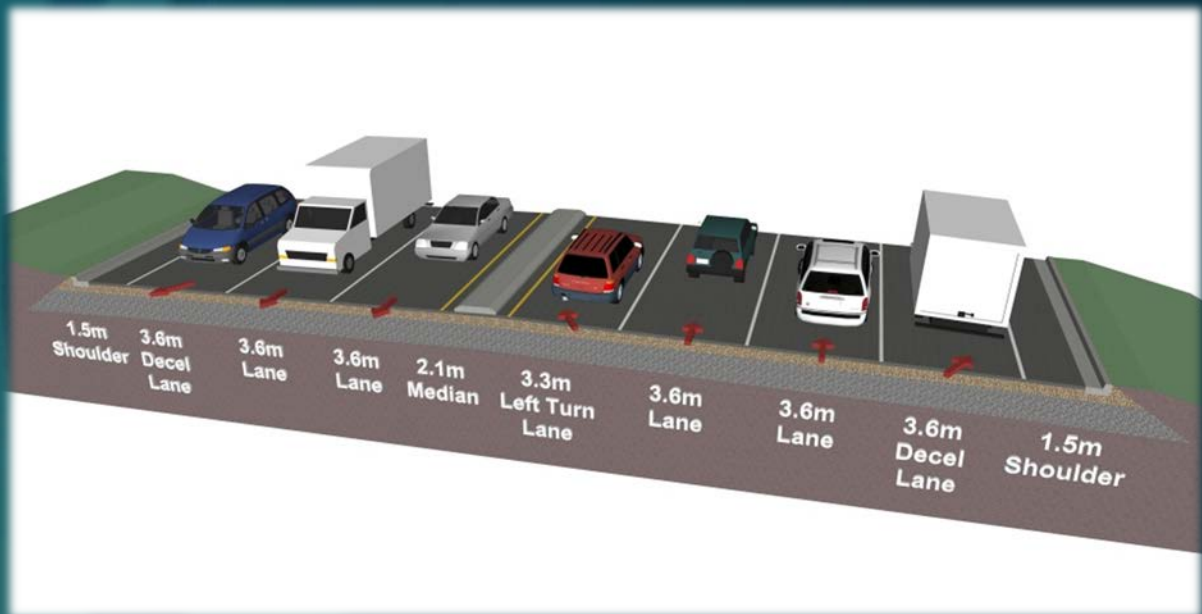
- Stakeholder input
- Safety Improvements
- Improve mobility along the corridor
- Archeological and Environmental impacts
- Property and Agriculture Impacts
- Alignment
- Constructability
- Traffic Management
- Capital Costs



# Detail Design Specifics for 30<sup>th</sup> St SW to 10<sup>th</sup> St SW

## Upgrade 2.35 km to a four lane cross section

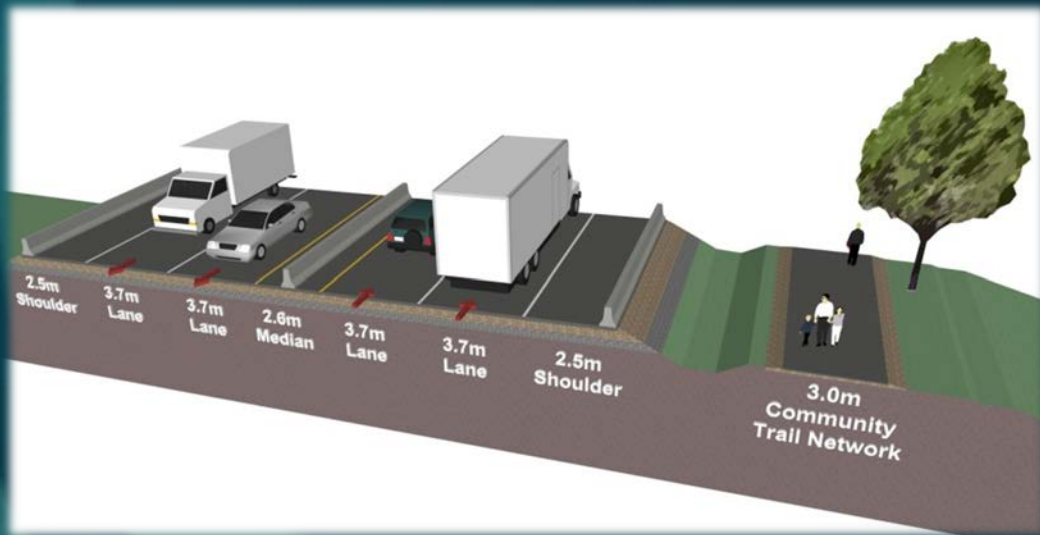
- Acceleration and deceleration lanes where needed
- Improvements to left turn lane
- 2.1 metre wide raised centre median
- 1.5 metre wide paved shoulders
- 3.6 metre wide lanes
- Install roadside barrier as required



# Preliminary Design Specifics for 1<sup>st</sup> Ave SW to 30<sup>th</sup> St SW & I.R. #3 to 1<sup>st</sup> Ave SW

## Upgrade 1.5 km to a four lane cross section

- Re-alignment and replacement of the Salmon River Bridge
- 2.5 metre wide paved shoulders
- 3.7 metre wide lanes
- Provide improvements to the local Pedestrian \ Cyclist trail network
- Install median barrier & Rumble Strips
- Install roadside barrier where needed



# Benefits

- Improved safety and mobility
- Increase to four lanes with median barrier
- New bridge over Salmon River
- Wider shoulders increases safety for motorist and cyclists
- Improved pedestrian \cyclist trail network
- Improved access to and from the Trans-Canada Highway
- Improved alignment to provide better sight lines



# NEXT STEPS

- **Compile and review feedback from Open House**
- **Complete the design based on feedback from Open House**
- **Continue consultation with First Nations**
- **Continue consultation with the stakeholders and Property Owners**
- **Continue with property acquisition**
- **Obtain federal partnership funding to proceed with tender and construction**



# Thank You

**Please Provide  
your comments on forms  
provided**

