Highway 4 – Kennedy Hill Safety Improvements

WELCOME TO THE INFORMATION SESSION for the Kennedy Hill Safety Improvement Project

www.gov.bc.ca/highway4kennedyhill
PURPOSE OF THIS INFORMATION SESSION:

To share the project details including:

- Location and Background Information
- Needs and Benefits
- Project Scope
- Traffic Stoppages and Construction Schedule

The Province and Canada are jointly investing $30 Million ($16.5M BC and $13.5M Canada) to improve the safety and reliability of Highway 4 for local residents, tourists and commercial drivers.

Provide us with your feedback by:

- Completing a feedback form and leaving it with our team today
- Sending an email to KennedyHill@gov.bc.ca
- Visiting the project website at www.gov.bc.ca/highway4kennedyhill
HIGHWAY 4 – KENNEDY HILL SAFETY IMPROVEMENTS

Project Location and Background Information

DID YOU KNOW?
The original highway from Parksville to Port Alberni was completed in 1942 and was formerly designated as Highway 1A. It was re-designated as Highway 4 in 1953, and extended to Tofino in 1961 via the upgrading of a pre-existing logging road.
DAILY TRAFFIC VOLUMES:

- Count station data from past three years
- Average annual daily traffic volume is 2200 vehicles per day (VPD)
- Summer average daily volume is 3700 VPD
- Volumes vary significantly by season

Peak Season - June 15 to September 15

Shoulder Season - March 1 to June 15, September 15 to December 1

Off-Peak Season - December 1 to March 1
HIGHWAY 4 – KENNEDY HILL SAFETY IMPROVEMENTS

PROJECT NEEDS AND BENEFITS:

- The route is vital to regional tourism and economic development
- The project will improve safety and reliability

- Eliminate Over-tracking
- Wider Lanes and Shoulders
- Improved Pavement Condition and Drainage
- Improved Alignment and Sight Distance
- Mitigating Rockfall Hazards

www.gov.bc.ca/highway4kennedyhill
The length of the project is approximately 1.5 kilometres, and improvements include:

1. Widening the highway to accommodate two 3.6m lanes, 1.5m paved shoulders, and concrete roadside barrier between the lake and the highway.

2. Straightening of curvilinear alignment and improving the 30km/hr speed advisories to 60km/hr.

3. Flattening the 12% grade on the steep hill to 9% and achieve 4% grade or flatter elsewhere.
SCOPE OF PROJECT

- Eliminating the overhanging rock through extensive blasting and excavation, and mitigating rock fall hazards through slope stabilization, and a wide rock catchment area and drainage ditch.

- Providing a new rest area facility and view point utilizing a portion of the old highway, including a new intersection accessible by car, RV, bus, and commercial vehicles.

- Relocating high voltage Hydro Transmission poles along the length of the project.
Highway 4 – Kennedy Hill Safety Improvements

Project Scope

MAJOR EARTH MOVING

- Project involves moving over 300,000m³ of earth (equivalent to 130 Olympic size swimming pools).
- Majority of earth to be moved is blasted bedrock.
- Night time rock blasting will occur in order to minimize the impact to highway users.
- All earth/rock will be used on site as embankment fill to avoid offsite trucking and to minimize costs.
- 500m of rock bolts and over 13,000m² of slope meshing will be installed to heights of up to 60m (200ft) above the road.

Equipment Operating High Above Highway

Compare Cut Heights

Malahat – 20m
Nanaimo Parkway – 30m
Sea to Sky – 60m
Kennedy Hill – 60m

Off Road Rock Buggies carry up to 14m³ of rock
ENVIRONMENTAL AND ARCHAEOLOGICAL:

- A detailed environmental assessment has determined anticipated impacts will be minimal.
- A site specific construction environmental management plan following best management practices for protection of the environment will be created and be managed by an onsite environmental monitor throughout construction.
- A buffer will be maintained along the lake shoreline in order to retain existing vegetation, and over 1400 plantings are proposed to help re-establish vegetation.
- An archaeological overview and impact assessment did not identify areas of archaeological significance within the site.
- The project lies within the traditional territory of the Tla-o-qui-aht First Nations.
3D VIDEO RENDERING OF THE PROJECT:

- The adjacent video is on repeat, so keep watching to see any details over again.

- The locations of the relocated Hydro poles are approximate only.

- The new alignment leaves the old alignment between the rest area and the northeastern project limits. The old grade can be seen upslope of the new highway.

- Tall trees can be seen mid-slope on the lake side fill zones. These represent a planting terrace that will accommodate stable soils for planted vegetation to grow.

- Uphill of the rest area parking lot, the switchback trail to the viewpoint lookout can be seen. This lookout is on the existing highway alignment at the summit of the hill.
TRAFFIC MANAGEMENT STRATEGIES:

A traffic management strategy is required to construct the new highway, balancing traffic flow and worker and public safety.

Constructability Considerations:
- Significant rock blasting and hauling
- Construction staging to minimize stoppages
- Need to maintain one travel lane during peak traffic periods
- Emergency vehicle access through the site

Tourism and Economic Considerations:
- Economic need to keep highway open
- Tourism and seasonal traffic influxes
- Ferry schedules
- Commercial vehicle shipping and deliveries for local restaurants and fish plants

Source: 2014 Tofino Tourism Master Plan
TRAFFIC MANAGEMENT STRATEGIES:

- Majority of the rock blasting and traffic stoppages are planned during the night to minimize traffic disruptions, but some traffic stoppages are required for “daylight critical” activities like rock scaling.

- No traffic stoppages are permitted during long weekends, including the day before or after.

- Single Lane Alternating Traffic (SLAT) may result in up to 30min delays during peak traffic periods.

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Planned Traffic Closures and Construction Schedule

- Nightly traffic stoppages permitted year round
- Two midday stoppages allowed during shoulder and off-peak seasons, and seasonal SLAT permitted as follows:
  - Peak: 7am – 10pm
  - Shoulder: 7am – 9pm
  - Off-Peak: 8am – 9pm

Shoulder Season - March 1 to June 15, September 15 to December 1

Off-Peak Season - December 1 to March 1

www.gov.bc.ca/highway4kennedyhill
Updated travel information will be available via the following:

- Toll free hot line travel advisory messaging updated daily
- Drive BC (www.drivebc.ca)
- Project Website (www.bc.ca/highway4kennedyhill)
- Twitter (@TranBC, @DriveBC) and Facebook (TranBC)
- Emailed updates to business and community stakeholders
- Traffic Advisory Releases given to media and radio
- Changeable Message Signs (CMS) along corridor
Highway 4 – Kennedy Hill Safety Improvements
Planned Traffic Closures and Construction Schedule

NEXT STEPS:

- Award the construction contract in February 2018
- Start construction in March 2018
- Finish construction by the Summer of 2020

THANK YOU FOR COMING!

Please remember to provide us with your feedback by:
- Completing a feedback form and leaving it with our team today
- Sending an email to KennedyHill@gov.bc.ca
- Visiting the project website at www.gov.bc.ca/highway4kennedyhill
- If you would like to provide your comments after the meeting, please complete the comment form and return via email before February 4, 2018