

HIGHWAY 8 INFORMATION & UPDATES

November 2025



Ministry of
Transportation
and Transit

PROGRESS REPORT

Permanent repairs are almost complete at the sites that were damaged by flooding in 2021. The remaining work to finish building new bridges at sites 9 and 10 will continue into 2026.

2 Sites



CONSTRUCTION

22 Sites



COMPLETE

FOUR YEARS OF FLOOD RESPONSE AND RECOVERY (2021-2025)

This month marks four years since the atmospheric river event that severely damaged Highway 8. In November 2021, heavy rains and flooding washed out more than 25 sections of the highway and isolated communities, residences, and local industries along the corridor. This resulted in the complete closure of the highway – and some of the most extreme damage to road infrastructure in the province. More than seven kilometres of highway were completely lost due to the event.

The Ministry formed the Highway Reinstatement Program in response to the unprecedented impacts to highway infrastructure across B.C. in 2021. The program's Highway 8 team worked swiftly to create emergency access for repair work and then restore community access through temporary repairs. After Highway 8 reopened to the public in 2022, work then shifted to the permanent rebuild of the highway so that it can better withstand extreme weather in the future.

WHAT IS LEFT TO DO FOR HIGHWAY 8?

Thanks to the extraordinary effort of many people over the last four years, repair work on Highway 8 is nearly complete. All temporary gravel surfaces have been replaced with asphalt and the three damaged bridges have been repaired. From November onwards, crews will continue to work on Sites 9 and 10 where construction of two new bridges is taking place. This month, one of those bridges (at Site 10A) was officially opened to traffic which marks another major milestone. Work on the second bridge at Site 10D has been advancing steadily and is expected to open to traffic in December. Once traffic is flipped to the new alignment, crews will remove the temporary bridges and complete placement of riprap to protect the new structures. Works are currently ahead of schedule and anticipated to finish prior to the September 2026 completion date. Crews are also actively working on environmental habitat restoration projects throughout the corridor to offset impacts from highway reconstruction activities. These works are scheduled to wrap up in Spring 2026. The final project planned for Highway 8 is asphalt resurfacing for sections of road that were damaged as a result of reconstruction activities. This project is planned for Spring 2026.



Expect single lane alternating traffic while this project continues. Always check [DriveBC.ca](https://drivebc.ca) before traveling for up-to-date information on traffic impacts and delays.



We acknowledge that the Highway 8 Flood Recovery Projects are taking place on the unceded lands of the Nlaka'pamux Nation.

Throughout the entire Highway Reinstatement Program, the Ministry planned work around three important objectives:

Safer, More Resilient Infrastructure

The number of repair sites and their scale have allowed the Ministry to rebuild the highway so that it is safer and more resilient to extreme weather. This includes:

- A new highway alignment at sites 9 and 10 that improves safe access for residents
- Better armoring of slopes with riprap (large rocky material) to prevent scour and erosion
- Deeper bridge foundations (footings) for greater structural integrity
- Upsizing culverts to improve drainage
- Modern road-building standards such as building a stronger road base, wider shoulders and concrete roadside barriers



Environmental Restoration and Enhancement

The Highway 8 team is committed to restoring, enhancing, and conserving the natural environment during highway construction. Throughout the corridor, several features have been designed to help fish and other wildlife in the Nicola Valley. These include:

- In-stream rock clusters (called “groynes”)
- Large woody debris placed beside or in the river
- Streamside plants
- Side channel habitats
- Wildlife crossing tunnels



These additions strengthen existing habitats near the highway and create opportunities for new ones to form. The Ministry works closely with other levels of government, First Nations, and environmental experts to identify the most appropriate natural features to restore areas after the devastation of the 2021 flooding.

The Highway 8 team also helps with post-construction monitoring, to make sure the enhancements are doing their job to improve roadside environments. We have already observed young fish, adult coho salmon, and maturing plants as a result of environmental work completed in 2022.



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Collaboration with Nlaka’pamux Communities

The Ministry works collaboratively with the Nlaka’pamux Nation to ensure that local interests and sensitivities are being respected throughout the highway rebuild. In short, here are some of the ways that the Ministry consults and involves local Indigenous communities in our work.

- **First Nations contractors:** to support Indigenous businesses and employ local workers.
- **Indigenous Monitors:** to ensure that work is carried out in a culturally and environmentally responsible manner.
- **Community engagement:** to consult on habitat restoration, traditional knowledge of the Nicola Valley, and collaborate on naming the two bridges at Sites 9 and 10 in the Nle?kepmxc’in (Nlaka’pamux or Thompson) language.
- **Purchasing from local communities:** to support economic reconciliation through the purchase of 35,000+ local plants and other engineering materials.
- **Events and ceremonies:** to celebrate and honour important milestones within local communities.



Cottonwood Saplings From Shackan Indian Band's Greenhouse



Archaeology Work Being Performed With Assistance From An Indigenous Cultural Monitor

Highway 8 Progress: Four Years Later

Sites 1-3

Status: Complete (August 2025)

Initial Damage: 550m of roadway lost

Scope of Permanent Repairs:

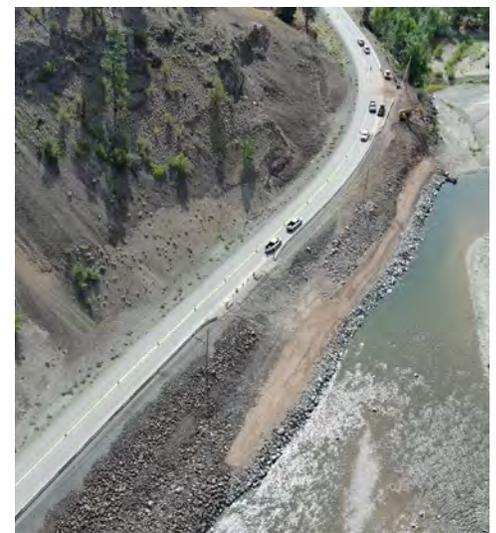
- Design and construction of permanent road surfaces
- Riprap armoring (erosion protection)
- Environmental enhancements

Contractor: Qwayskena Development Limited Partnership

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



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Sites 4-5

Status: Complete (July 2025)

Initial Damage: 900m of roadway lost

Scope of Permanent Repairs:

- Design and construction of permanent road surfaces
- Riprap armouring (erosion protection)
- Environmental enhancements

Contractor: Shackan FN

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



Sites 6-8

Status: Complete (July 2025)

Initial Damage: 450m of roadway lost; erosion of road base

Scope of Permanent Repairs:

- Design and construction of permanent road surfaces
- Riprap armouring (erosion protection)
- Environmental enhancements

Contractor: Nhwelmen Construction Limited Partnership

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



Sites 9-10

Status: In Construction

Initial Damage: 41km of roadway lost

Scope of Permanent Repairs:

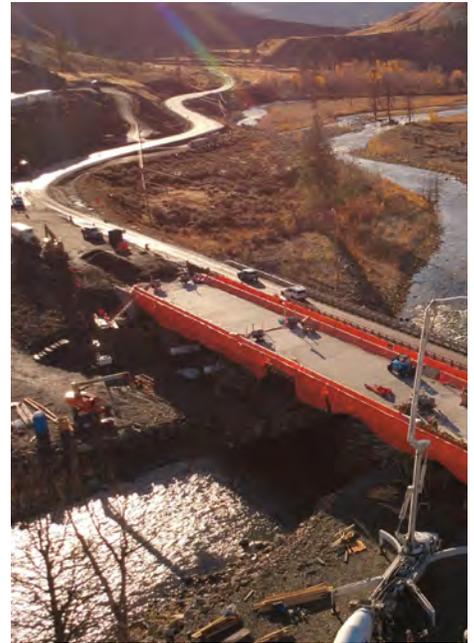
- Replacement of two single lane alternating bridges
- Construction of approximately 3 km of highway (new alignment)
- Upslope hazard mitigation
- Local road construction to match the new highway alignment
- Environmental enhancements
- The new bridge at site 10A opened on November 23

Contractor: Nicola Valley Partners Alliance

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



Sites 11

Status: Complete (June 2025)

Initial Damage: 900m of roadway lost

Scope of Permanent Repairs:

- Design and construction of permanent road surfaces
- Riprap armoring (erosion protection)

Contractor: Cook's Ferry Indian Band

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



Sites 12-15

Status: Complete (November 2025)

Initial Damage: 1,450m of roadway lost

Scope of Permanent Repairs:

- Design and construction of permanent road surfaces
- Riprap armoring (erosion protection)
- Environmental enhancements

Contractor: Nhwelmen Construction

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



Sites 16-19

Status: Complete (November 2025)

Initial Damage: 1,550m of roadway lost

Scope of Permanent Repairs:

- Design and construction of permanent road surfaces
- Line painting and concrete barrier installation
- Riprap armoring (erosion protection)

Contractor: Dawson Civil Ltd.

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



Sites 20-21 (3 Mile Bridge and Rattlesnake Bridge)

Status: Complete (September 2025)

Initial Damage: 210m of roadway lost; damage to bridge supports (abutments)

Scope of Permanent Repairs:

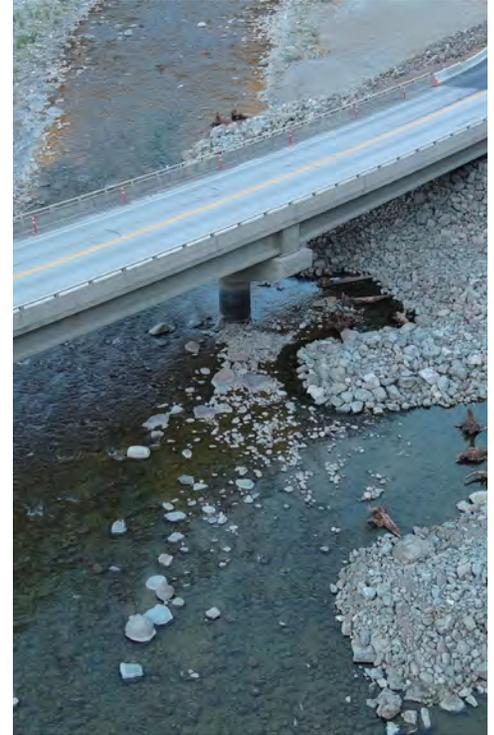
- Design and construction of the permanent road base and bridge approaches
- Installation of abutment joint waterproofing compound at Rattlesnake Bridge
- Riprap armouring (erosion protection)
- Environmental enhancements (large woody debris)

Contractor: MDBS Quattro Constructors Ltd.

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)



Site 22 (Curnow Bridge)

Status: Complete (November 2025)

Initial Damage: 40m of roadway lost

Scope of Permanent Repairs:

- Design and construction of the permanent road base and bridge approaches
- Riprap armouring (erosion protection)

Contractor: Cook's Ferry Alliance Team Limited Partnership

INITIAL DAMAGE (2021/22)



PROGRESS MADE (2025)

