



Kicking Horse Canyon Project – Phase 4

**Project Overview & Update – Regional District of East Kootenay
October 4, 2019**

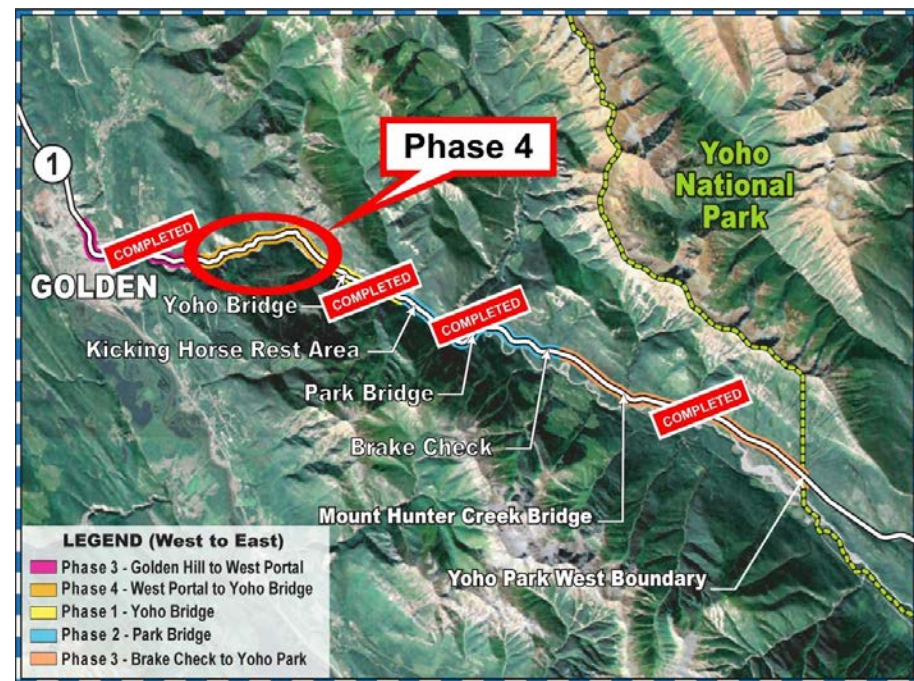
Presentation Overview

- Project Overview and Objectives
- Technical Challenges
- Reference Concept
- Community & Stakeholder Engagement / What We Heard
- Traffic Management Strategy
- Moving Forward



Project Overview

- Final phase of 26 km project that began in 2003
- Design-Build
- Upgrade 4.8 kilometres to 100 km/h standard:
 - Widen to 4 lanes with median barrier & wider shoulders to accommodate cyclists
 - Safe access for local roadway connections
- RFQ issued Sept 5, 2019; planning for construction 2020 – Winter 2023/24
- Approved budget \$601 million:
 - \$215.2 million (Canada);
 - \$385.8 million (BC)



Project Objectives

- Improve traveller safety
- Improve highway capacity & reliability
- Mitigate rock-fall and avalanche hazards
- Reduce vehicle-wildlife collisions through fencing and passage structures

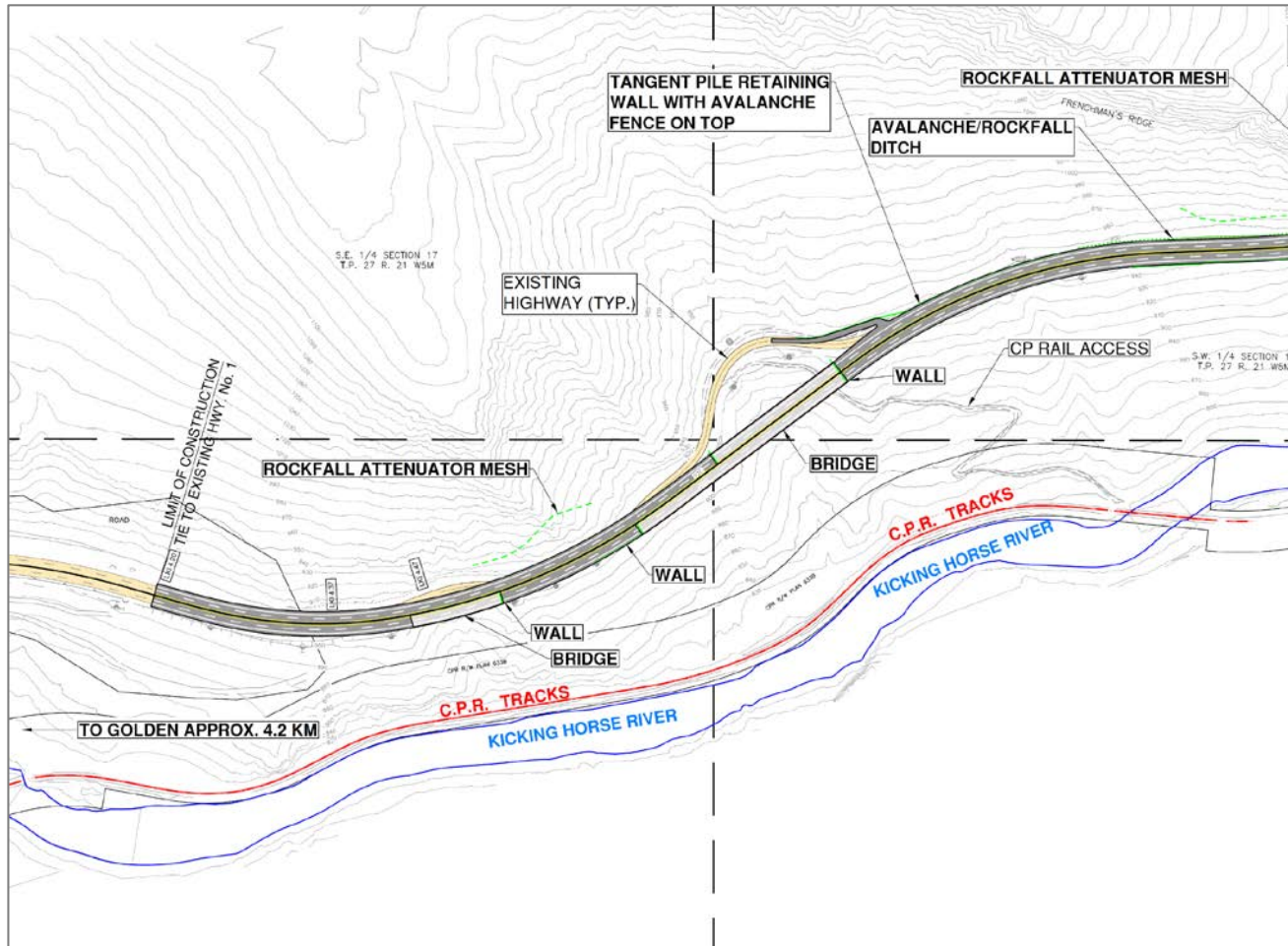


Technical Challenges

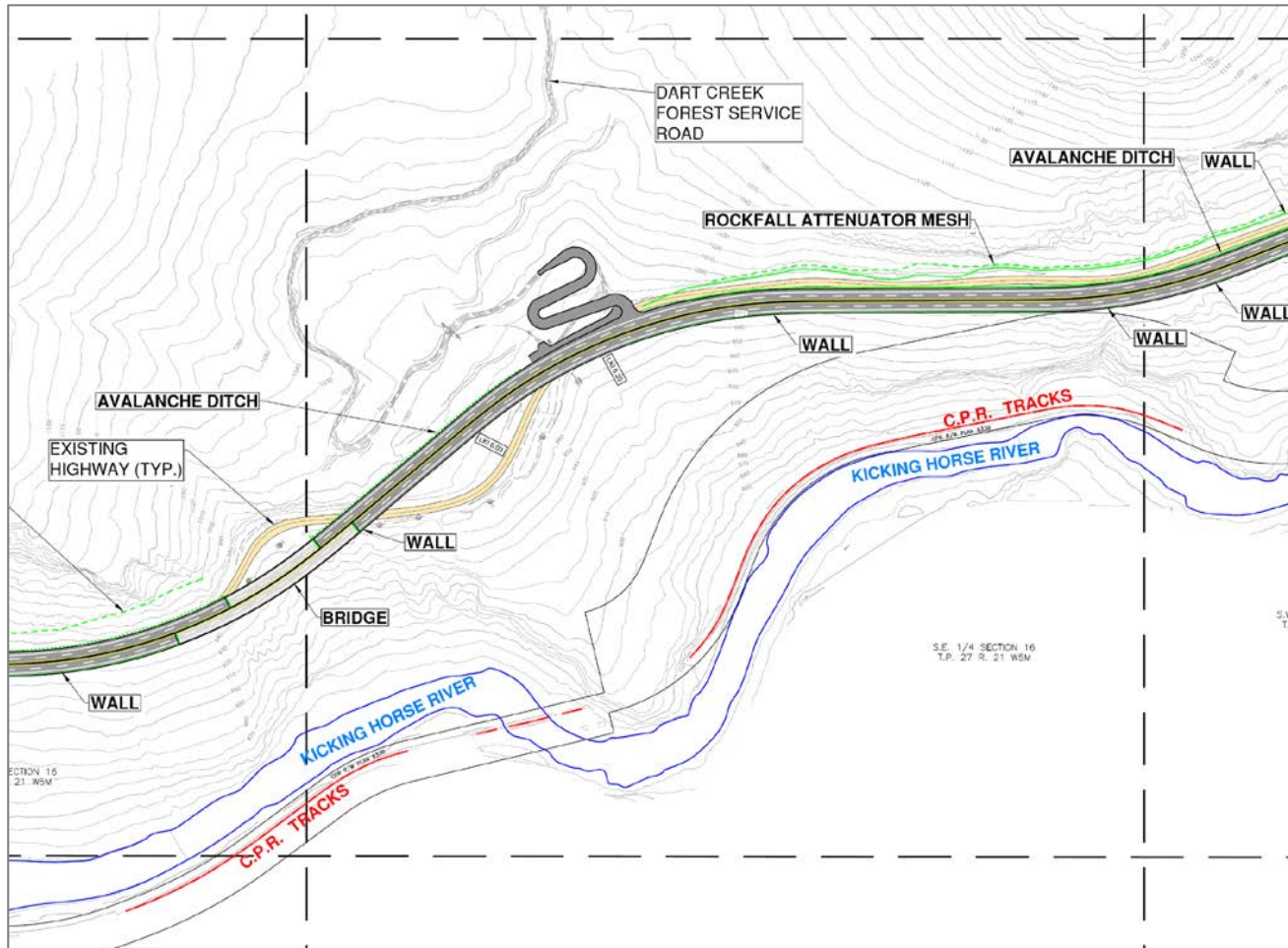
- Narrow, constrained terrain
- Heavily-travelled corridor
- Steep, high and unstable slopes from which large quantities of material need to be excavated
- Protecting safety of crews & travelling public
- Drop-off to the Kicking Horse River and CP rail tracks below



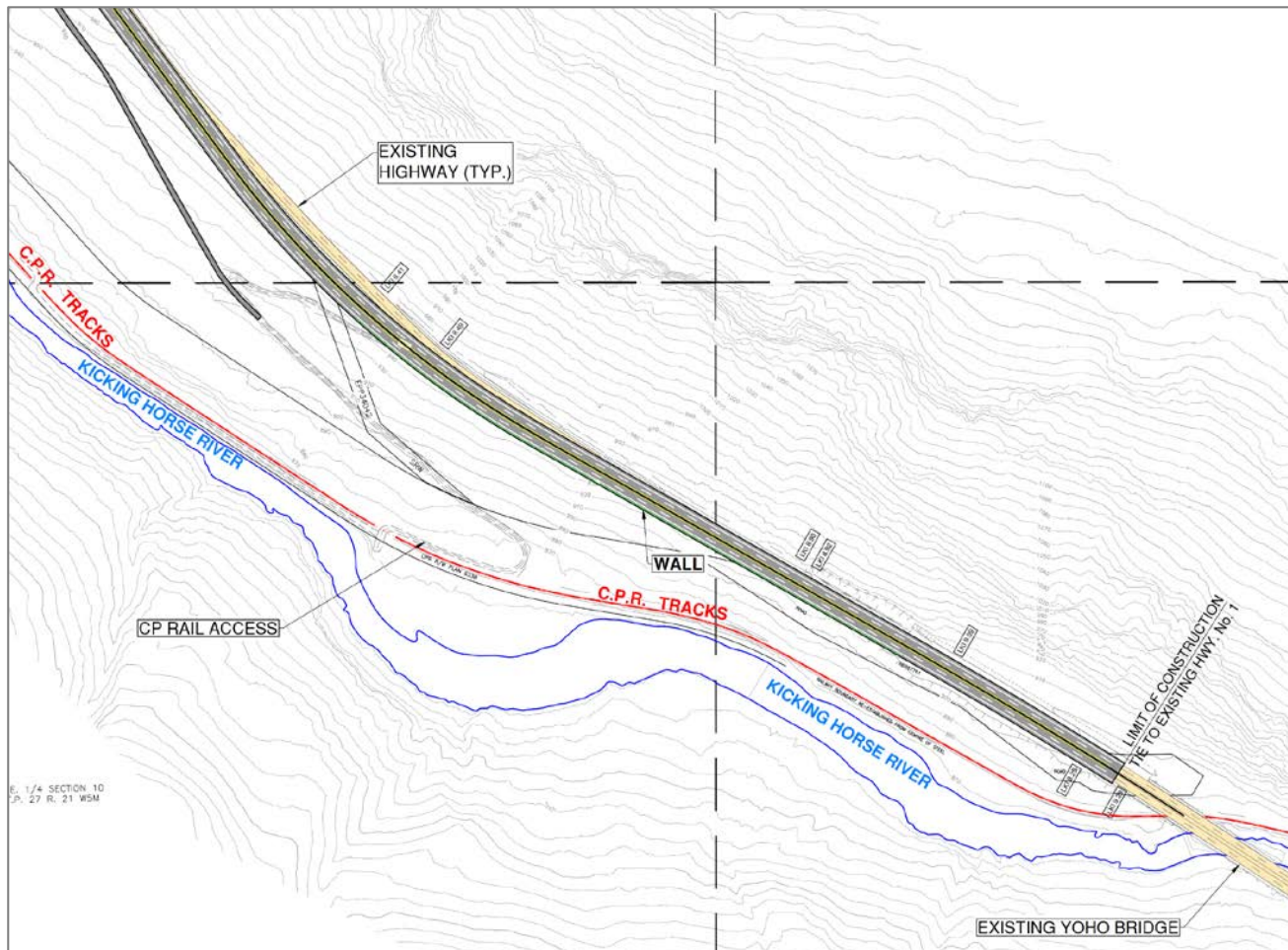
Design-Build Reference Concept



Design-Build Reference Concept



Design-Build Reference Concept



Community & Stakeholder Engagement

- In past year, more than 30 meetings with key stakeholder groups and organizations
- Community Liaison Committee (CLC) established October 2018
- Dialogue has included traffic management – effects & considerations including:
 - Timing
 - Communications
 - Alternate route



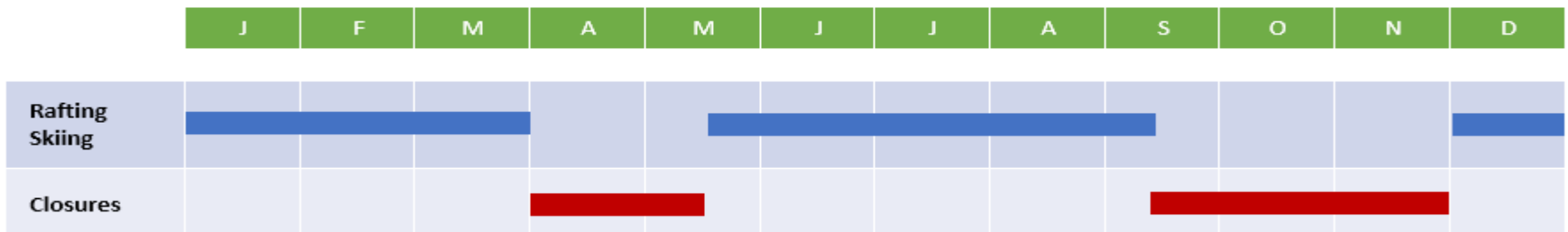
What We Heard

- Ensure emergency access is maintained on short notice
- Golden – Field connection for commuters & students
- Early & reliable notification to permit advance planning for commercial transportations & others
- Consider effects on Hwys 93 & 95



Traffic Management Strategy

- Safety of crews & travelling public is highest priority
- Challenging construction area; local detour options not available
- Highway closures required to ensure safety & reliability during construction
- Key principles limiting closures to off-peak periods:
 - Avoiding closures during the daytime in summer
 - Potential for extended 24-hour shoulder-season closures
 - Emphasis on night-time work year-round
 - Extensive communications and continued engagement



Traffic Management Strategy

Extended closures – commuter passage

- Twice-daily windows for commuters & school buses
- Priority to first responders at all times
- Encourage car pooling



Traffic Management Strategy

Hwy 93/95 enhancements

- Working with school district on Hwy 95 school bus operations
- Lane markings & signage, including wildlife warnings
- Spot improvements in Golden
- Coordination with Ministry Operations on current initiatives, e.g.:
 - Paving Radium – Brisco
 - Radium roundabout



Moving Forward

- Design Build procurement
- Request for Qualifications – done September 2019
- Public Information sessions: Fall 2019 (Golden, Radium; Parks Canada-facilitated in Field & Lake Louise)
- Request for Proposals – December 2019
- Contract award – 2020
- Completion: Winter 2023/24



Thank you!