



# Kicking Horse Canyon Project – Phase 4

**Project Update – Town of Golden  
September 17, 2019**

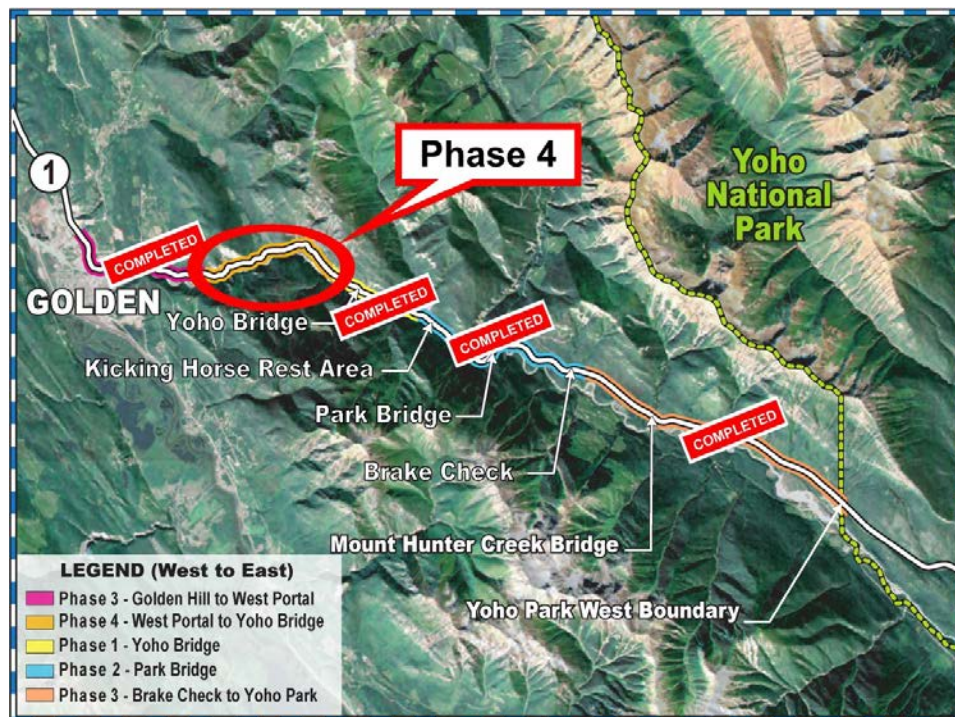
## Presentation Overview

- Project Overview and Objectives
- Technical Challenges
- Activities
- Consultation & Engagement
- Traffic Management
- Moving Forward



## Project Overview

- Final phase of 26 km project that began in 2003
- Upgrade 4.8 kilometres to 100 km/h standard:
  - Widen to 4 lanes with median barrier & wider shoulders to accommodate cyclists
  - Mitigate rock fall & avalanche hazards
  - Wildlife fencing & passage opportunities
  - Safe access for local roadway connections
- 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

- 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




## Activities To Date

- Preparing for Design-Build procurement
- Engaging with Indigenous groups, local governments, key stakeholder groups and organizations
- Conducting field investigations including archeology
- Developing traffic management strategy
- Updating public website
- Issued Request For Qualifications (RFQ) on September 5<sup>th</sup>

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## Kicking Horse Canyon Project



The Kicking Horse Canyon, located just east of Golden, BC, is one of the most rugged and scenic sections to be found on the Trans-Canada Highway. As a tourist and commercial transportation corridor, the highway carries more than 10,000 vehicles daily during the summer. While the mix varies by season, up to 30% of the traffic consists of commercial vehicles moving millions of dollars in goods to serve interprovincial and international trade. Three phases of work have transformed 21 kilometres of narrow, winding two-lane highway into a modern four-lane, 100 km/h standard. Construction of the fourth and final phase to complete the remaining – and most difficult – 4.8 kilometres is expected to begin in 2020.

### Important clarification on traffic during construction

There have been media references to "extended full highway closures beginning next summer". While early project work is expected to begin late next summer, as a result of significant public and stakeholder engagement, the traffic management plan being explored would apply the following principles:

- Avoiding daytime closures and minimizing even brief stoppages during the summer.
- Potential for extended 24-hour closures of up to 5-6 weeks in the spring shoulder season and up to 10-11 weeks in the fall shoulder season, with brief peak-hour breaks for local commuter traffic.
- Emphasis on night-time work, year-round. This is when shorter full closures might occur.

Please see [Planning for Construction Traffic Management](#) for additional information.

### Kicking Horse Canyon Project Phase 4

| Project   | Procurement  | Community   |
|---|--|---|
| <ul style="list-style-type: none"> <li>Project Overview</li> <li>Project Details</li> <li>Project Updates</li> <li>Facts &amp; Features</li> <li>Gallery</li> </ul> | <ul style="list-style-type: none"> <li>Procurement Process</li> <li>Key Documents</li> </ul> | <ul style="list-style-type: none"> <li>Community Benefits</li> <li>Community Engagement</li> <li>Community Links</li> <li>Planning for Construction Traffic Management</li> </ul> |

### Services and Information Topics

| Previous Phases   | Document Library   |
|---|--|
| <ul style="list-style-type: none"> <li>Phase 1 - Yoho Bridge</li> <li>Phase 2 - Park Bridge</li> <li>Phase 3 - East and West</li> </ul> | <ul style="list-style-type: none"> <li>Procurement</li> <li>Planning</li> <li>Corridor Management</li> <li>Statistics</li> <li>Environment</li> <li>News Releases</li> </ul> |

### Related Links

- [Transportation Investment Corporation](#)
- [BC Transportation Finance Authority](#)
- [Partnerships British Columbia](#)
- [BC Infrastructure Benefits Inc](#)
- [BC Bid](#)

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### Subscribe

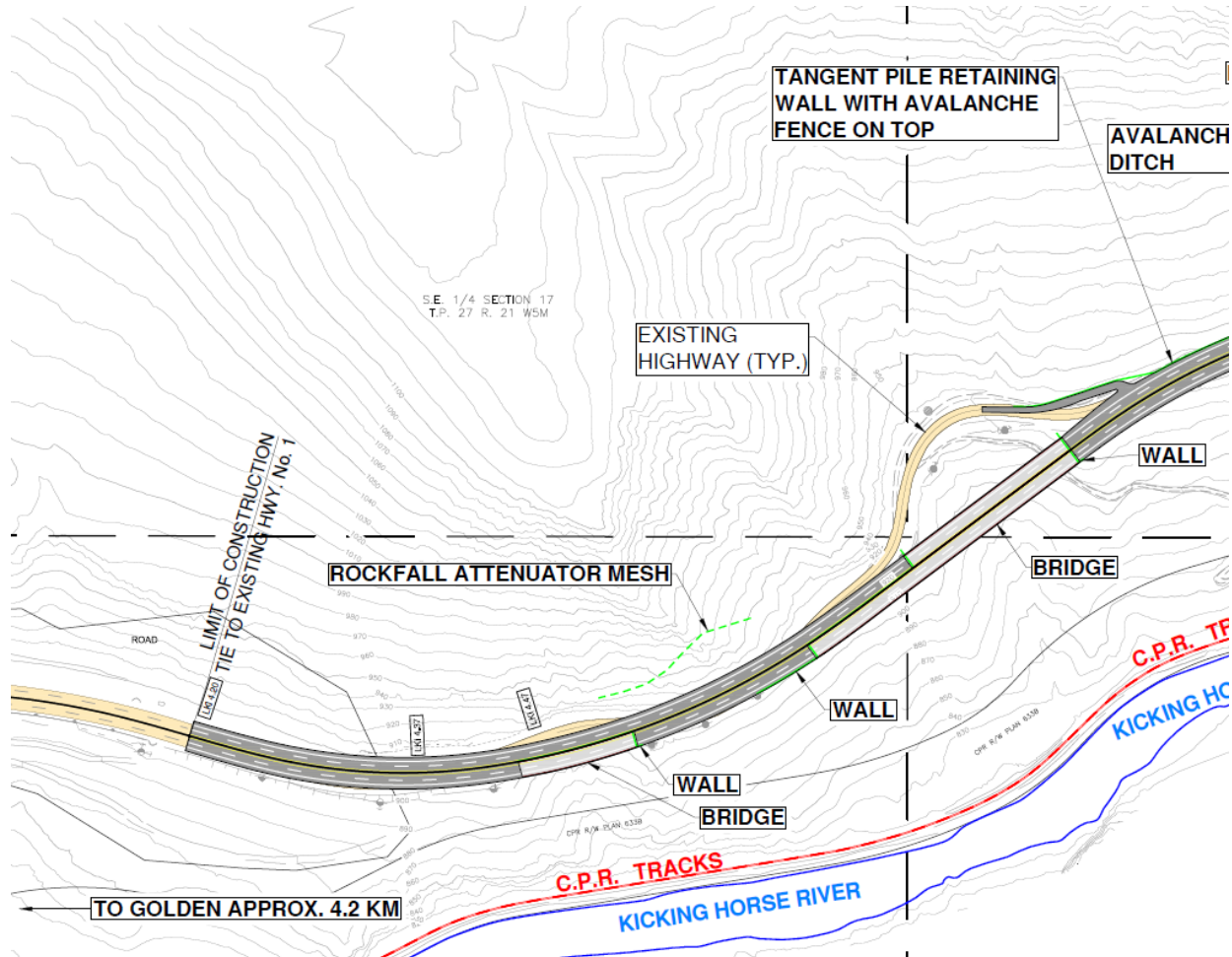
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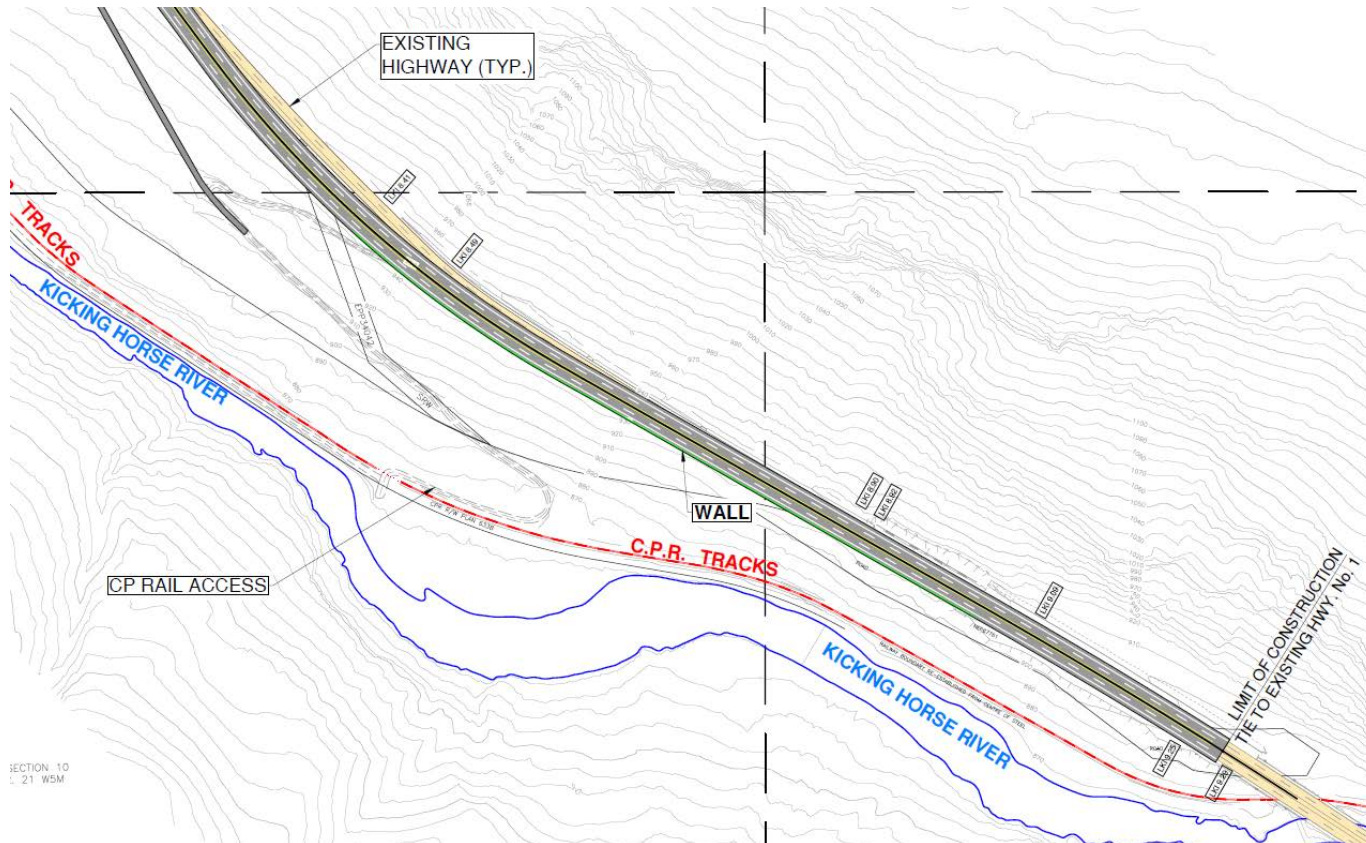
## Design-Build Reference Concept







## Design-Build Reference Concept



## Consultation & Engagement

- Consulting with nine Indigenous groups
- Meeting with key stakeholder groups and organizations including local governments
- Community Liaison Committee (CLC) established October 2018



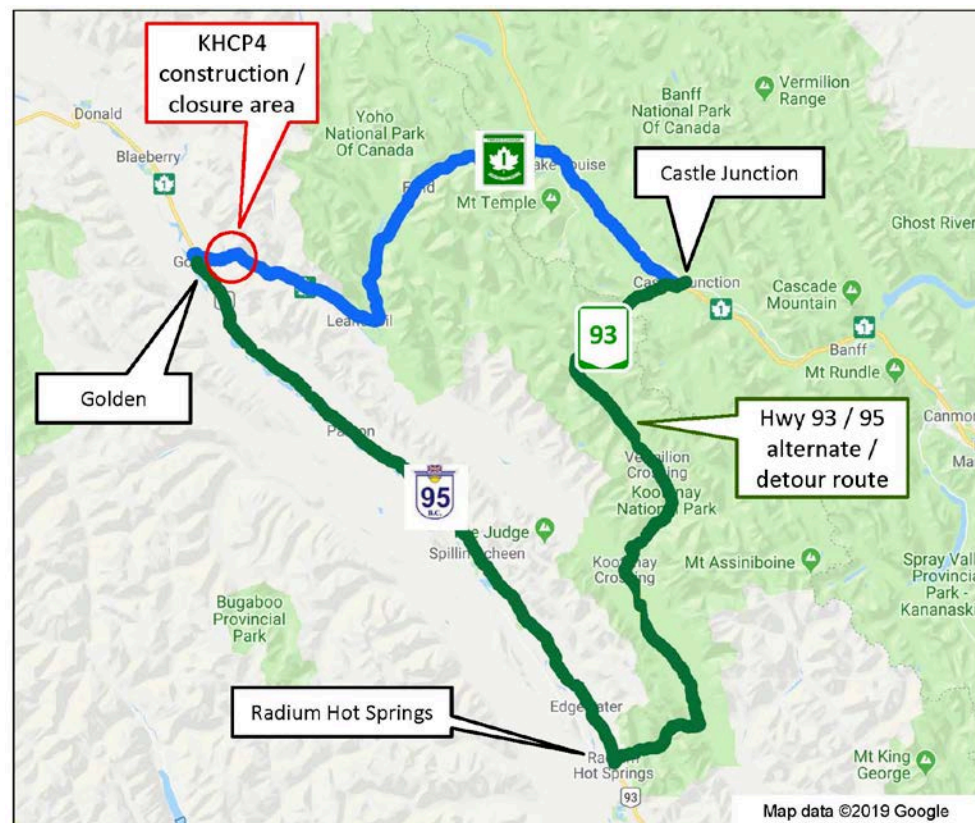
## Traffic Management

- 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 and minimizing even brief stoppages during the daytime in summer
  - Potential for extended 24-hour shoulder-season closures: up to 5-6 weeks in spring and up to 10-11 weeks in fall (except long weekends), with brief peak-hour breaks for local school & commuter traffic
  - Emphasis on night-time work year-round
  - Stakeholder & public notice/communications



## Traffic Management

- Alternate route via H93/95
- 2-lane, limited passing lanes, 104 km/1.5 hrs longer
- Operational and safety assessments completed
- Total combined volumes comparable to summer peak for these highways
- Emergency, school bus and local commuter access provisions through construction site





## Moving Forward

- Public Information Session: Fall 2019
- Request for Proposals – late 2019
- Contract award – 2020
- Completion: Winter 2023/24



*Thank you!*